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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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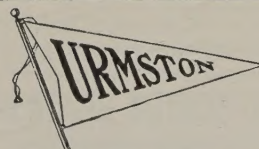
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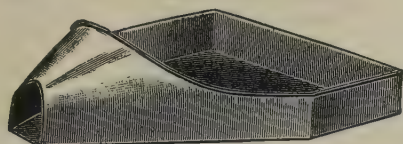
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Submit Samples and Quote Prices

JACKSON

MICHIGAN

H. C. CARSON & CO.

WHEAT — CORN — OATS — RYE — BEANS
1548 Penobscot Bldg., DETROIT

"CONSIGN TO CARSON"

CONSIGN

WHEAT - CORN - OATS

—TO—

DUMONT, ROBERTS & CO.

301-2 Cham. of Com., DETROIT

"The top 'o the market to you."

To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv. in the "Wanted" or "For Sale"
columns of the GRAIN DEALERS JOURNAL
of Chicago. It will bring you quick returns.

E. A. GRUBBS GRAIN CO.

Greenville, Ohio

Wants Correspondence with members of the
Grain Dealers National in Ohio, Indiana and
Illinois. We want strictly sound winter wheat,
yellow shelled corn and re-cleaned white oats.

BALDWIN GRAIN COMPANY

GRAIN BROKERS
BUYERS OF CAR LOTS

R. C. BALDWIN, Mgr.

BLOOMINGTON, ILL.

If You Have

the interest of your market at heart, support it earnestly, help to advertise it thoroughly and above all do not convey the impression that it is an indifferent market by giving it 30 cents worth of advertising.

YOUR MESSAGE

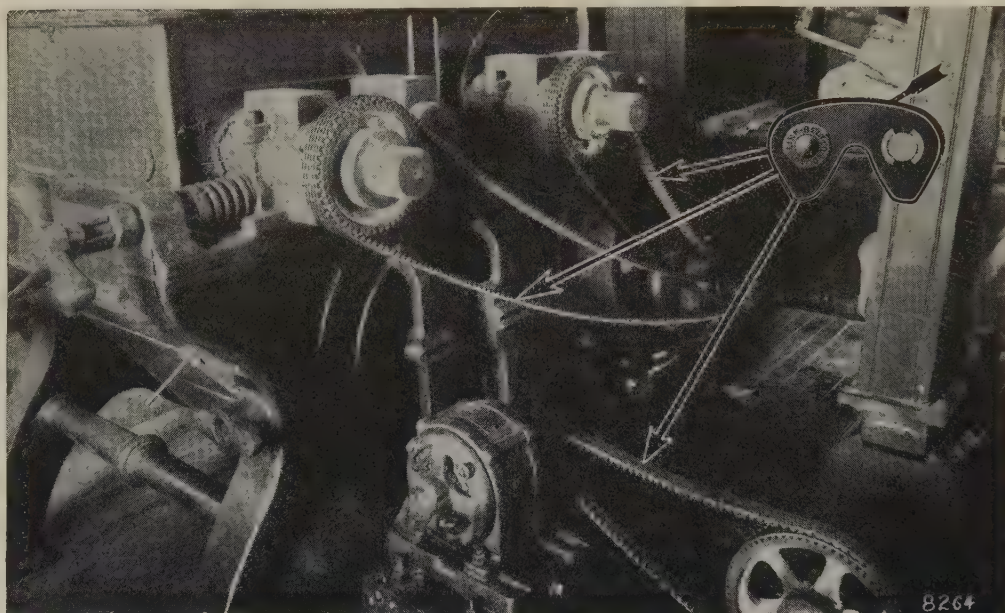
Let the Grain Dealers Journal your message bear
To progressive grain dealers everywhere.

LINK-BELT

SILENT CHAIN DRIVES

transmit power without slip or loss in elevators. The picture tells the whole story. Every turn of the motor shaft produces a corresponding revolution in the roll shafts. Correct operating speeds are easily maintained.

Link-Belt Silent Chain is "Flexible as a Belt—Positive as a Gear—More Efficient Than Either."



Read what the Saginaw Milling Company have to say about their Silent Chain Transmissions—

SAGINAW MILLING COMPANY

SAGINAW, MICH.

Link-Belt Company, Detroit, Mich.
Gentlemen:—

March 10, 1916.

We have 145 motors directly connected to the machines being operated and using Link-Belt Silent Chain. We are having very satisfactory results from this equipment, even though some of it is running in a very dusty place.

With proper cleaning and proper lubrication we believe that the chain drive is ideal.

Yours truly,

SAGINAW MILLING COMPANY.

The facts about Silent Chain Drives are contained in our Data Book No. 125. Write for a copy. It shows how to figure Silent Chain Drives, and to determine prices.

LINK-BELT COMPANY

PHILADELPHIA

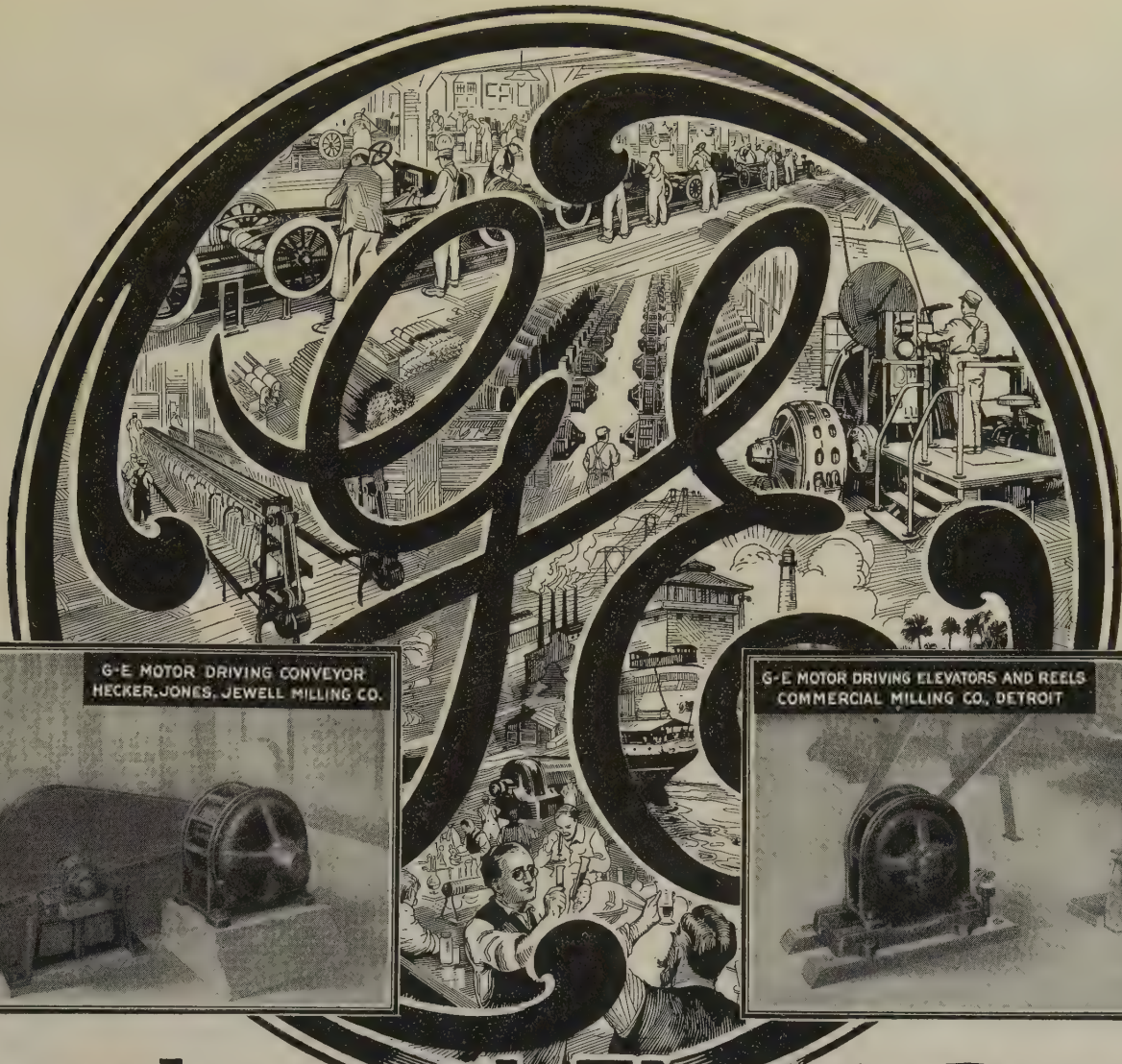
CHICAGO

INDIANAPOLIS

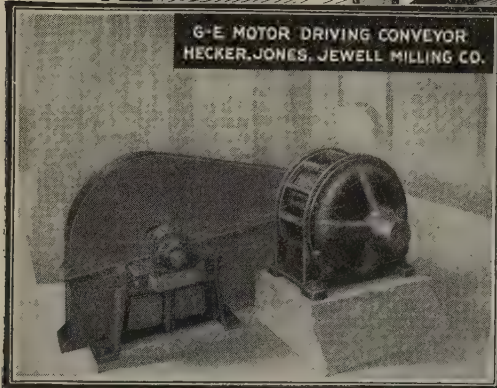
New York, 299 Broadway
Boston, 49 Federal St.
Pittsburgh, 1501 Park Bldg.
St. Louis, Cent'l Nat'l Bank Bldg.
Buffalo, 698 Ellicott Square
Wilkes-Barre, 2d Nat'l Bank Bldg.
Cleveland, 429 Rockefeller Bldg.

Detroit, 732 Dime Bank Bldg.
Minneapolis, 418 S. Third St.
Kansas City, Mo., 407 Finance Bldg.
Knoxville, Tenn., Empire Bldg.
Seattle, 576 First Ave., S.
Portland, Ore., 1st and Stark Sts.
San Francisco, 461 Market St.

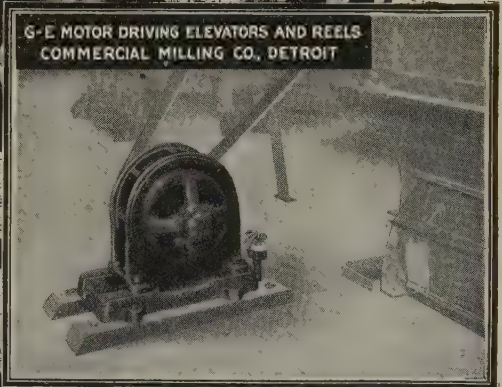
Los Angeles, 161 N. Los Angeles Street
Charlotte, N. C., J. S. Cothran, Com'l Bank Bldg.
Denver, Lindrooth, Shubart & Co., Boston Bldg.
Louisville, Ky., Frederick Wehle, Starks Bldg.
Birmingham, McCrossin & Darrah, Am. Trust Bldg.
New Orleans, C. O. Hinz, Hibernia Bank Bldg.
Toronto, Can., Canadian Link-Belt Co., Ltd.



G-E MOTOR DRIVING CONVEYOR
HECKER, JONES, JEWELL MILLING CO.



G-E MOTOR DRIVING ELEVATORS AND REELS
COMMERCIAL MILLING CO., DETROIT



Speed up with Electric Power

G-E Equipment in prominent grain elevators and flour mills increases output and reduces fire risk

HERE are some of the ways in which modern industry has been speeded up by putting electric power to work in the right place.

Metal mines have boosted output to meet world-wide demands. Great central power plants in place of small local plants in coal mining areas now supply cheaper electric power per ton output for each mine. All tonnage records have been smashed in the steel industry. Greater automobile output has lowered prices and given better road transportation. More and better cloth has been produced at lower power costs.

The engineering problems solved in putting electric power to work in these and other industries were many and intricate. Production of electrical equipment suited to this work and in quantities required is an important part of this company's service to American industries.

Any problem involving the use of power can be simplified by the application of electricity. The General Electric Company is well equipped to lend valuable assistance in working out such problems and is glad to co-operate with manufacturers and engineers in every possible way.

G-E Motor Drive

GENERAL ELECTRIC COMPANY

General Office, Schenectady N.Y.



Sales Offices in all large cities

Schumacher Feed

"The Best All 'Round Feed"

For Cows

Tell your customers to mix three parts SCHUMACHER FEED with one part dried distiller's grains, gluten feed, linseed meal or some other high protein feed or mixture. During grazing period use SCHUMACHER FEED to re-enforce pasturage. It is also a perfect balanced grain ration for dry cows and young stock.

Schumacher Feed

is highly palatable, easily digested and made from the products of wheat, corn, oats and barley blended to whet the appetite and prevent "off-feed" conditions. It is the feed of almost all the world's champions of recent years.

For Horses

SCHUMACHER FEED is a thoroughly kiln-dried balanced ration in itself for horses—always ready, appetizing, of the same quality, highly nutritious, easily digested and economical. Tell your customers to feed

Schumacher Feed

to their horses and watch the general effect. They will soon find them looking better, working better, feeling better and the cost of the feed will be less than feeding the whole grain.

For Hogs

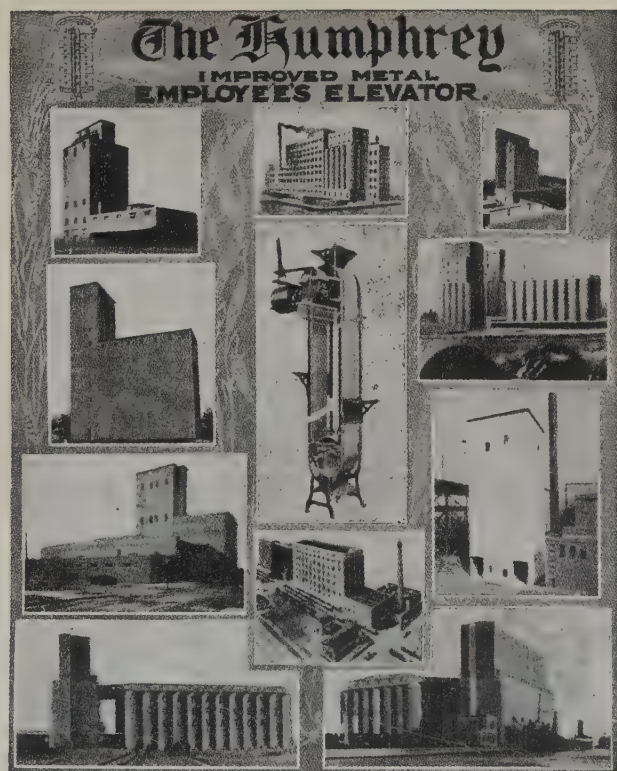
Recommend mixing SCHUMACHER FEED in a thick slop using one-part SCHUMACHER FEED to three parts water by measure, and feed it three times daily. For big, growthy hogs and to increase weight rapidly no other feed is needed—not even corn.

Schumacher Feed

is the ideal balanced ration for hogs—easily digested—does not overheat or cause indigestion. Feeding tests show that it will produce more weight than any other single grain your customers can feed.

The Quaker Oats Company

Address Chicago, U.S.A.



Write for particulars

Humphrey Elevator Company
Sole Manufacturers FARIBAULT, MINN.

EGGNOG

appears in the Supplement to the Universal Grain Code which gives code words for the U. S. Wheat and Corn Grades. It means No. 1 Red Spring Humpback Wheat.

The Supplement gives a code word for each class, sub-class, and grade of wheat and corn, and for each explanatory term, used in the U. S. Standards. It is free; postage 2 cts.

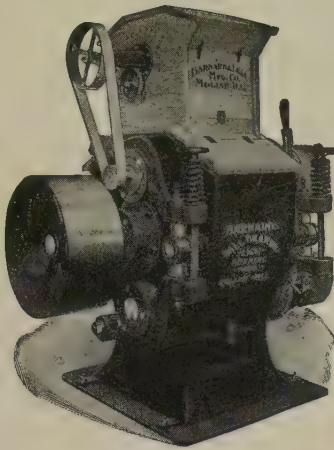
The Universal Grain Code was compiled especially for the use of the grain trade and it is supreme in its field. In addition to its completeness, it is conveniently arranged, so simple as to make an error almost impossible, and it is the only grain cipher giving code words for the Federal Grades. It is, therefore, the best code for the grain dealer. Price \$3.00.

Names of purchasers are published in the list of Universal Code Users and distributed to the grain trade free of charge.

GRAIN DEALERS JOURNAL
305 So. La Salle St. CHICAGO, ILL.

Matfelson in a message means Universal Grain Code.

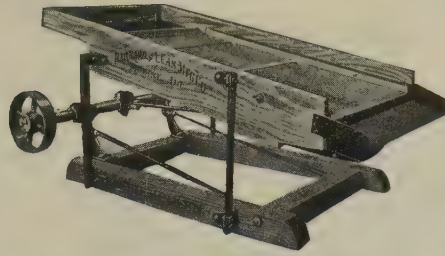
Everything for Handling Grain



Feed Grinders

Barley Rolls

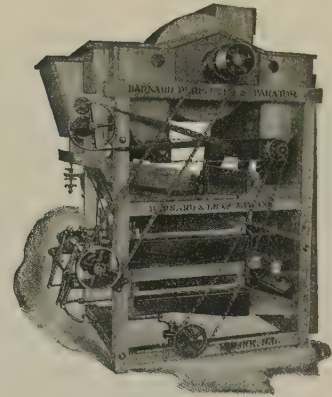
Screening Mills



Grain and Feed Screens



Pitless Shellers and Other Kinds

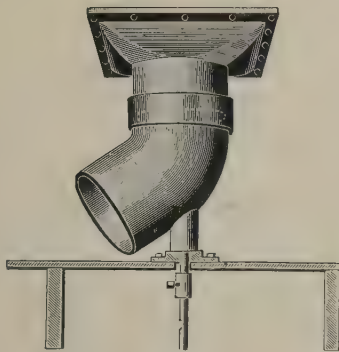


Grain Cleaners

Oat Clippers

Grain Shovels

Car Pullers



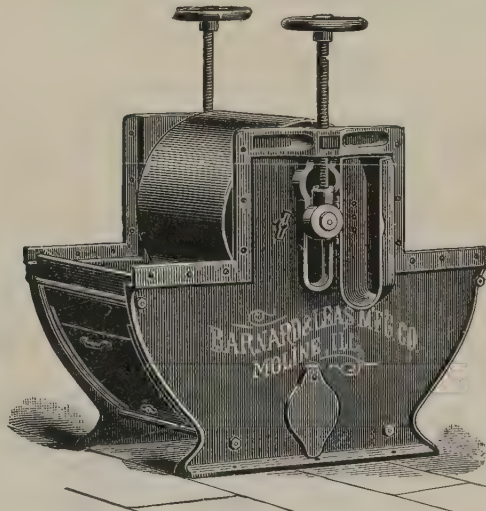
Friction Clutches

Rope Drives

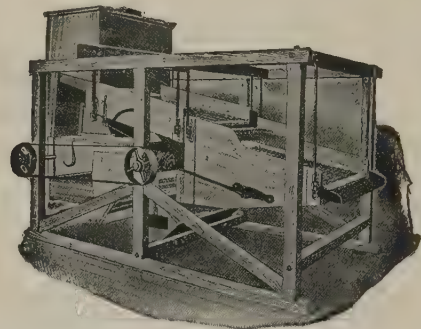
Pulleys and Hangers

Elevator Cups

Steel Conveyors



Headsand Boots All Kinds



Corn Cleaners

Dust Collectors

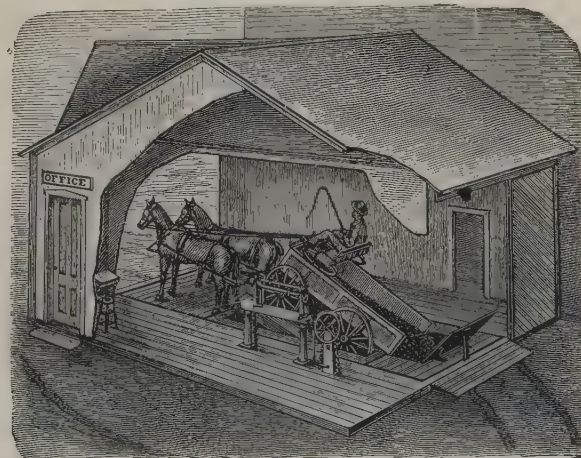
Perforated Metal

Belting

Wagon Dumps

Dump Scales

Automatic Scales



Shafting

Man Lifts

Turn Heads

Barnard & Leas Mfg. Co.

Incorporated

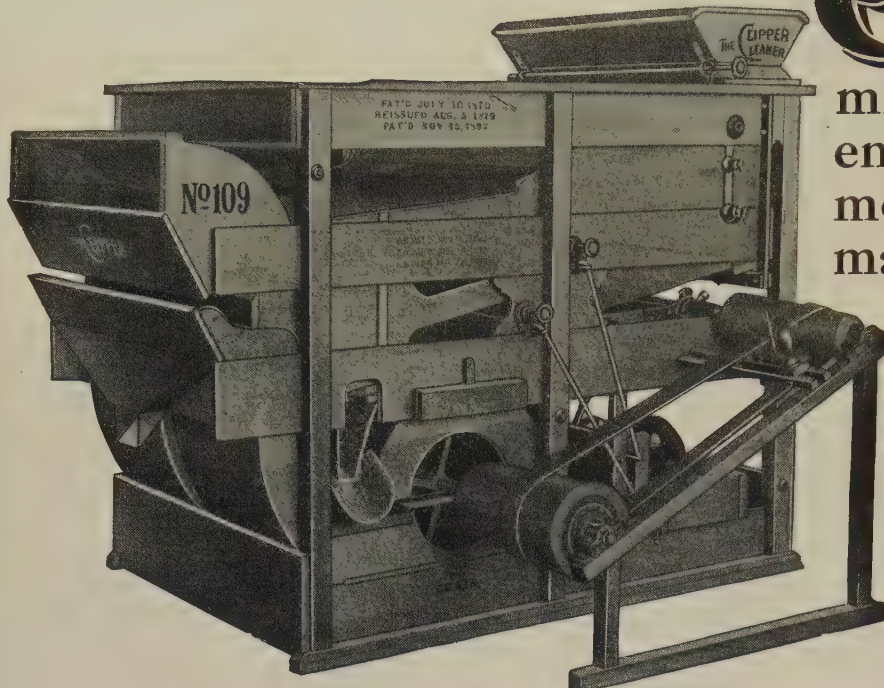
Established 1860

MOLINE, ILL.

Once Installed, the

CLIPPER

fails to remind of its presence except as a most satisfactory machine.



Its service is the even, sturdy performance of a perfectly balanced piece of mechanism.

Its economy is the kind that comes from the lowest maintenance cost.

The Clipper gives absolute assurance of freedom from the necessity of repairs and constant adjustment. It eliminates the loss from mechanical failures.

Clipper means satisfaction, capacity, reliability. The double cleaning—first through the screens and secondly by air weighing—affords a degree of service that is surpassed by none and equalled by few.

Send for particulars

A. T. Ferrell & Co., Saginaw, W. S., Mich.

We can furnish sets of Grain Testing Screens consisting of four screens and one blank at \$2.75 per set postpaid.

Grain

Drying For Nothing

Exhaust steam from the engine contains about eighty percent of the heat required to make the steam originally.

A grain drier can be successfully operated with exhaust steam at five pounds pressure, so if you use your exhaust steam for this purpose then you can dry your grain for nothing.

Have you ever thought of it in this way before?

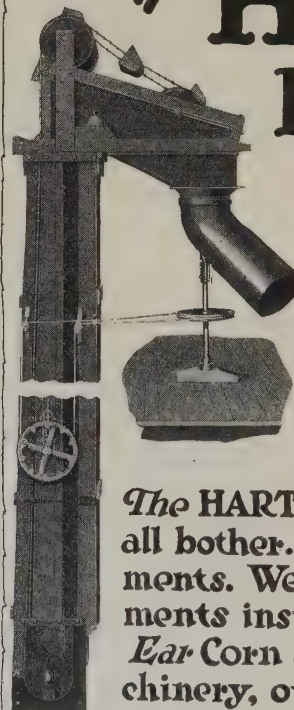
If you use your cobs for fuel, then you can operate most cheaply.

We can supply you with the right kind of steam engines and boilers to do this kind of work.

Chandler & Taylor Co.

INDIANAPOLIS, INDIANA, U. S. A.

"HART ELEVATORS — and — CONVEYORS



Made in sections ready to install.

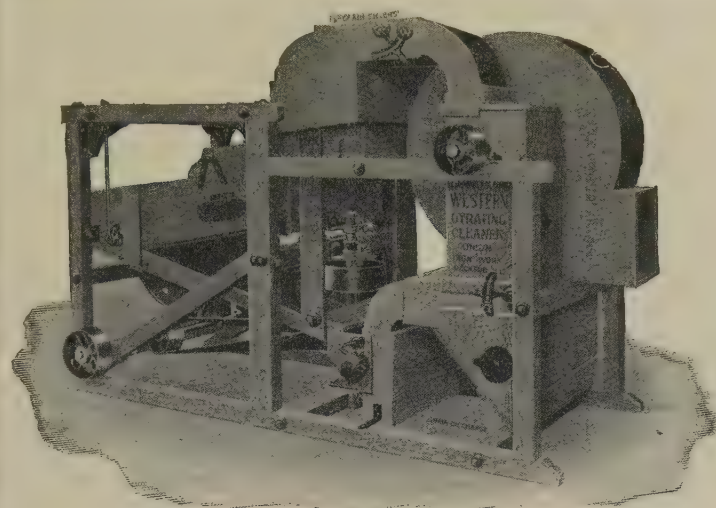
The HART plan relieves you of all bother. Tell us your requirements. We quote prices on equipments installed ready for use. Ear Corn and small grain machinery, our specialty.

Prices and Service will interest you

HART GRAIN WEIGHER CO.

Dept. B

Peoria, Ill.



IMPROVEMENTS

Are most essential to the maintaining of a high standard of handling efficiency and economy. To re-equip with machinery or appliance of doubtful character and unproven quality, is a mistake no Progressive Grain Dealer can afford to make. The "Western" Line is your "Safest Line." Forty-six years of daily experience in the production of everything for the elevator means the perfect equipment for every need.

The WESTERN Gyrating Cleaner

is the biggest money making machine any grain elevator can install. The fact that WESTERN cleaned grain demands a premium assures extra profits on every car of grain shipped. This claim is backed by hundreds of satisfied users, who know that the WESTERN Gyrating Cleaner cleans more grain better and faster than any other of equal capacity. WESTERN Cleaners have a greater capacity, better separation, better cleaning, more evenly balanced, absolute control, greater durability and the most convenient and least expensive machine to install.

The WESTERN Pitless Sheller

is the best sheller on the market. There are more WESTERN Shellers in operation than those of any other make. Why—because the ease in operation, the everlasting material used in construction, the slow running speed and the many exclusive improvements have ranked the WESTERN as the standard. Full turn solid conveyor feeder, wide flaring hoppers, patent lever enabling the operator to adjust the cylinder instantly, while running, to all kinds and conditions of corn, and the fact that WESTERN Shellers WILL NOT CRACK THE CORN, assures a perfect machine.

Our catalog was designed and published in the interest of better elevators. It has been sent to thousands of grain elevator operators, and your copy is waiting for you to send for it. It costs you nothing, but not sending for it may cost you money. Why take the chance? Send for your copy today.

UNION IRON WORKS

Decatur, Illinois



WHY Did This Cleaner Attract The Lion's Share of the Crowd

at the Conventions where it was shown?

And why have so many other makes been supplanted by

THE SIMPLEX?

The reason for the popularity and heavy sales is

Because It Is Right

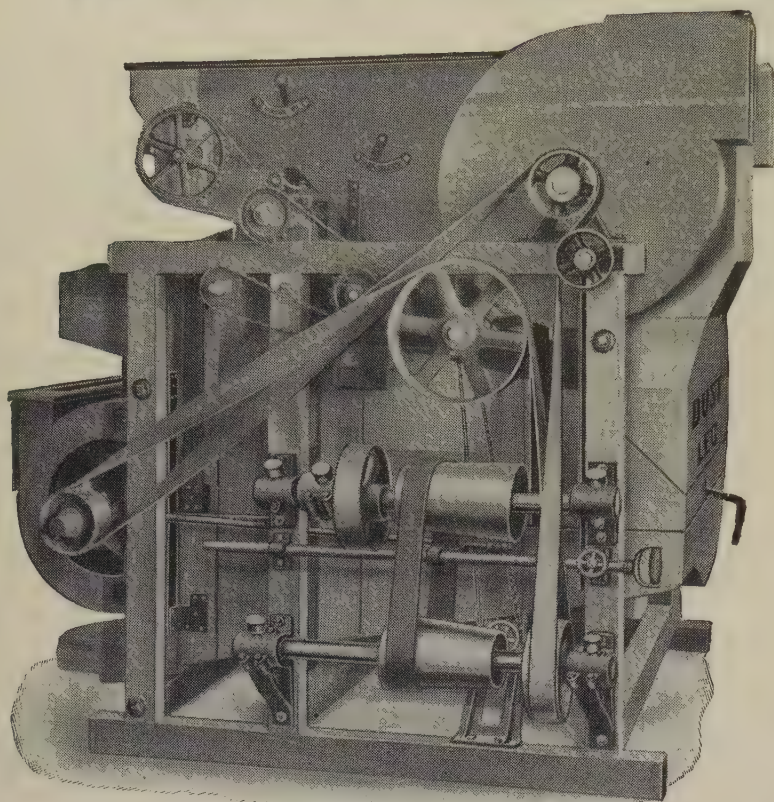
No matter what cleaner you have—**Stop Right Now**, long enough to write for our illustrated circular.

Write Now—Today!

Richardson Grain Separator Co.

15th Ave. S. E. & N. P. Tracks
MINNEAPOLIS, MINN.

THEO. KIPP CO., Ltd., Winnipeg, Canadian Agents



THE DOCKAGE SYSTEM

After July 1st all wheat will be subject to dockage for foreign matter.

Every country shipper will be compelled to provide himself with the necessary apparatus to make tests.

THE EMERSON TESTER

guarantee a perfect test according to the new federal rules. Not one kernel of oats left in the wheat. Over 7,000 elevators, flour mills, grain inspection departments and the U. S. Grain Standardization Department are users of the Emerson tester.



W. H. EMERSON & SONS
Campbell St. and M. C. R. R. DETROIT, MICH.

WHAT DO YOU NEED

to modernize your plant so it will net you larger profits? Is it here?

Cleaner	Car Loader
Sheller	Conveying Machinery
Buckets	Transmission Rope
Boots	Sample Envelopes
Belting	Power { Gas Engine
Portable Elevator	{ Kerosene Engine
Power Shovel	{ Motors
Car Puller	Dump
Scarifying Machine	Storage Tanks
Gravity Cleaner	Feed Mill
Clover Huller	Elevator Leg
Manlift	Distributor
Bags and Burlap	Car Liners
Transmission Machinery	Scales
Separator	Moisture Testers
Grain Driers	Oat Bleachers
Grain Triers	Oat Clipper

or anything used in a grain elevator.

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago

For GRAIN ELEVATOR Equipment

Engines—For Power
Rope—For Drives

Belting—For Buckets

Boots—For Elevator

Boxes—For Bearings

Shafting and Pulleys

Cleaners—Shellers—Grinders

Scales for Every Service



American Supply Company

Under New Ownership
Omaha, Neb.

HOWE SCALES

Buyers or Sellers by Weight
Should Own

HOWE SCALES

Because

They are *Ball Bearing*
They are *Everlasting*
They are *Most Accurate*
They are *Strongest*
They are *Simplest*
They are *Easiest to Install*
And *Cheapest* in the end

ALL STYLES

ALL SIZES

COMPLETE STOCK



New Portable Automatic

Very simply constructed. Consists of
Dial and Scale Parts Only

Recommended for

Commission Men
Produce Men
Express Companies
Factories
Laundries
Warehouses

CAPACITY UP TO 1100 POUNDS

Made with or without Tare and
Capacity Bars

Sole Distributors
for

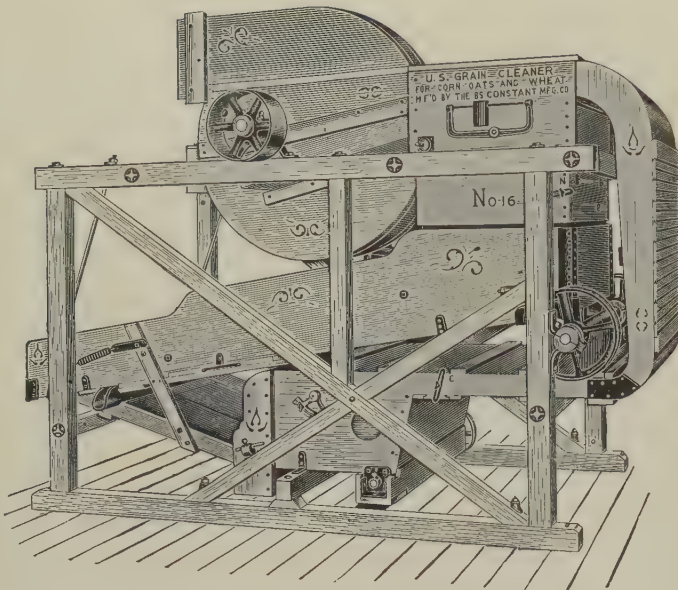
Nebraska
1104 Farnam St.
Omaha



Sole Distributors
for

Nebraska
1104 Farnam St.
Omaha

Nebraska Scale and Supply Company



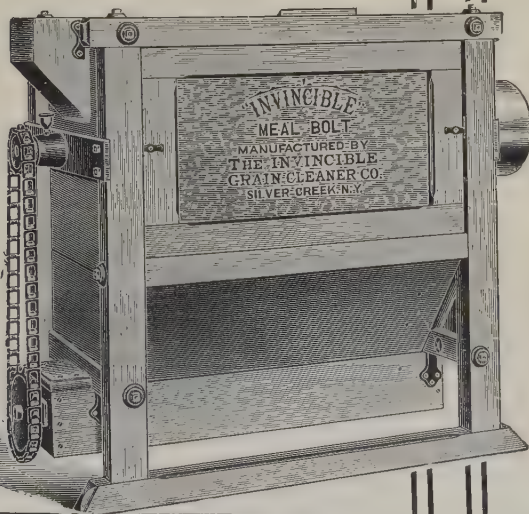
Our
Catalog
On
Request

Easily The Leader in Satisfactory Grain Cleaning

The "U. S. Grain Cleaner" has for so long been giving satisfactory service in hundreds of grain elevators throughout the country that it is no wonder that it is considered the leader. It has built up an enviable reputation. This is the kind of a cleaner you should install in your elevator. You had better give the subject some thought at this time, as the new crop is not many months away. Look your machinery over and see what you need—we can supply it.

B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.

Kismet Mill & Elev. Co., Kismet,
Kans., are using this machine.



There's A Hole In Your Pocket

and money is slipping away from you every day if you are not using an

INVINCIBLE CORN MEAL BOLT

All cracked corn contains a goodly quantity of loose corn meal. The Invincible Corn Meal Bolt, without damaging the stock, bolts out this meal and tails off grits. It pays for itself in almost no time at all.

Plug up the hole. Write for our literature.

INVINCIBLE GRAIN CLEANER CO.

Dept. 4, Silver Creek, N. Y.

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Chicago, Ill., 1041 Webster Bldg.....A. H. Kay
Bristol, Tenn., 111 East 5th St.....H. C. Purvine
Indianapolis, Ind., Board of Trade.....C. L. Hogle
Kansas City, Mo., 211 Postal Bldg.....F. J. Murphy
Minneapolis, Minn., and Winnipeg, Man.....Strong-Scott Mfg. Co.
Philadelphia, Pa., 25 S. 61st St.....C. Wilkinson
Toledo, Ohio, Jefferson House.....Bert Besley
San Francisco, Cal., 17th and Mississippi.....W. King, Pacific Coast Representative

DO YOU

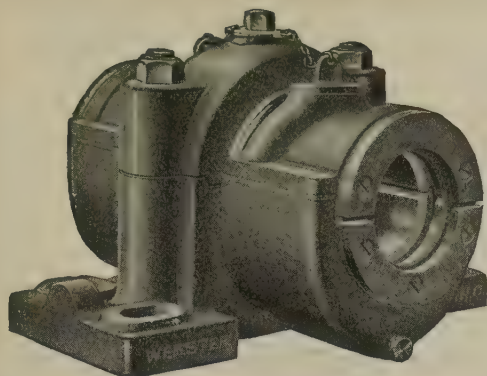
GRAIN DEALERS JOURNAL,
Chicago, Ill.

Gentlemen:—Herewith is draft covering Help Wanted adv. in your classified column. This adv. certainly **Produced Results**, as we are having answers from all wheat growing sections of the United States. Yours truly,

THE RUSSELL MILLING COMPANY

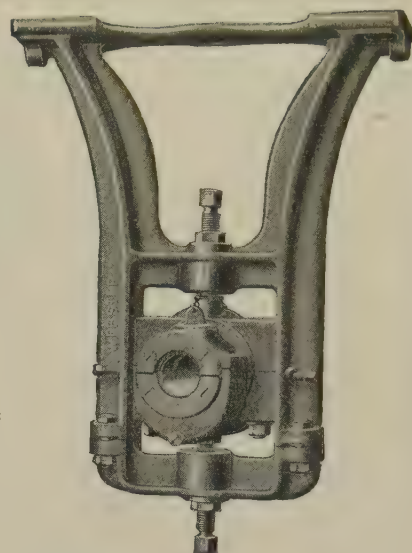
Russell, Kansas

NEED HELP



DON'T FIGHT DRY, DUSTY BEARINGS

Use Webster Class "A"



THEY are dust-proof. Note the guard ring on the end of the bearing with a heavy felt washer behind it. (See cut below.)

They are self-oiling. Note the ring running over the shaft and

down into the generous oil-

reservoir. Once filled with good oil, they need no attention for a long time.

Of course they cost more, but many of the largest mills and elevators have found them economical — they are profitable in the long run.

Have You Webster Catalog No. 42?

The Webster M'f'g Company

TIFFIN, OHIO
(192)

CHICAGO

NEW YORK

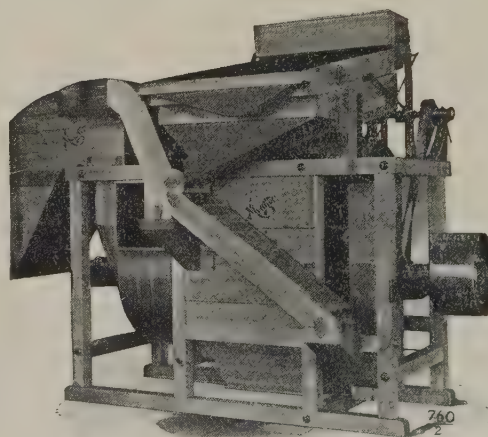


All-In-One

Frequently the grain handlers' requirements in machinery greatly exceed available space—to those, so situated, this "Combination" machine is a pleasing investment. It is, first of all, a wonderfully perfect Oat Clipper, Polisher and Cleaner—also, it may be used as a Grain Cleaner delivering 2-screen and 2-air separations work—while with changes, easily and quickly effected, the machine can be used as a highly satisfactory Scourer and Polisher for off-grade wheat. This is one of those rare values, for which the "Monitor" line is noted. List of prominent users and complete illustrated literature cheerfully sent to all interested.

HUNTLEY MFG. CO. - Silver Creek, N. Y.

Monitor



**Oat Clipper and Cleaner
Grain Cleaner
Scourer and Polisher**

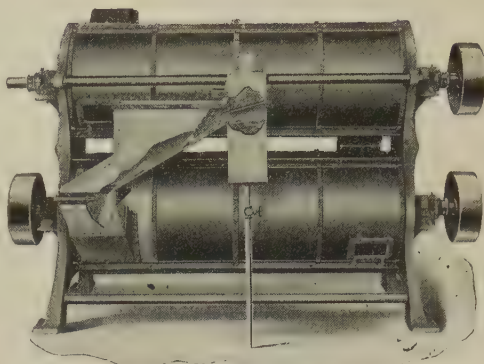
Smutty Dirty Wheat

Made clean and marketable with the Wolf-Dawson Wheat Washer and Drier.

Elevator men make thousands of dollars cleaning Smutty wheat before shipment.

Send for Bulletin 93 and learn the 8 processes.

The Wolf Company
CHAMBERSBURG, PA.



Mill Builders
Elevator Equipment

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



For Accurate Moisture Tests use our Grain Dealers Air Tight Cans for forwarding your grain samples.

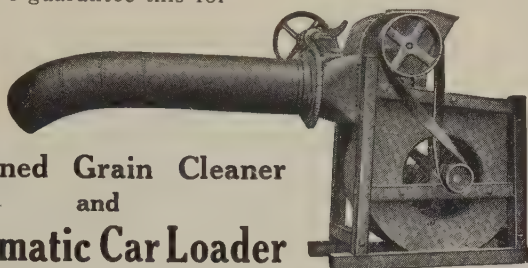
ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.

CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The

**Combined Grain Cleaner
and
Pneumatic Car Loader**

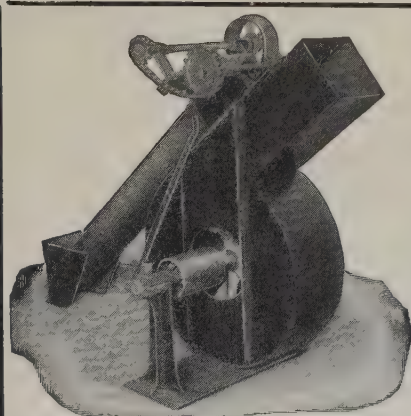


It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

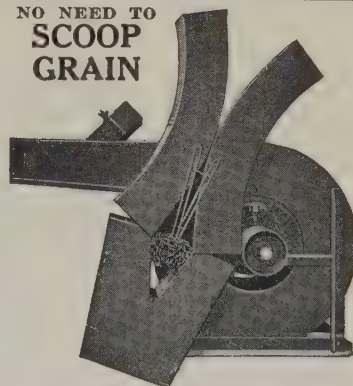
MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.



For a Conveyor, Pitless Elevator, Car-loader, Combined Elevator and Car-loader or Track-loader stationary and portable, write to

BERNERT MFG. CO.
759-33rd St. Milwaukee, Wis.

NO NEED TO
**SCOOP
GRAIN**

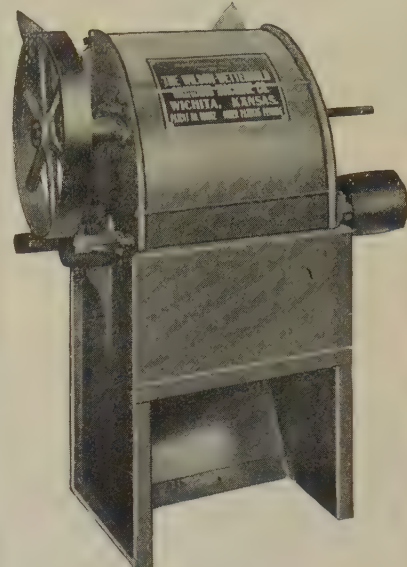


Loads every car to full capacity without scooping in dusty car. Improves grades. Cannot injure the tenderest grain. Simple and easy to install and operate. It will pay you to write for booklet, "Don't Swallow the Dust." Do it now.

MAROA MFG. CO.
Dept. G. MAROA, ILL.
Boss Car Loaders.

**The W-W
Feed Grinder**

No Burrs
No Plates
No Sharp Edge
Knives



GRINDS Alfalfa, Corn Fodder, Ear Corn with or without shucks, Head Kaffir, Small Grain, Etc.

Not injured by small stones bolts or nails. **Catalogue FREE.**

Wilson-Wetterhold Grinding Machine Co., Wichita, Kan.

Shipping Notices Duplicating

are designed for use by grain country shippers in advising receivers of shipments, giving complete information regarding each car. The carbon copy remaining in the book gives shippers a ready reference for each load.

The form shows the grade, kind and weight of grain loaded into car—initials and number, with seal numbers, at station, on date; billed shipper's order, notify draft for \$ made thru bank of to apply on sale of bushels made.

Printed on white bond originals, perforated so they may be easily removed without tearing, and yellow manila duplicates. Bound in books of 50 sets with heavy hinged pressboard tops and binders board bottoms, size 5½x8½ inches and supplied with two sheets of carbon. Order Form No. 3. S. N. Price 75c. Send all orders to

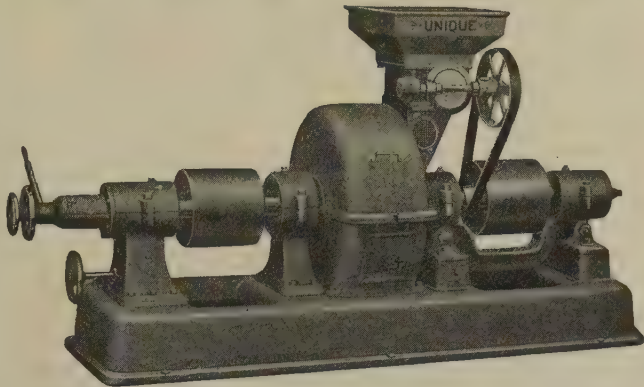
GRAIN DEALERS JOURNAL
315 So. La Salle St., Chicago, Ill.

DRIVE

Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

Your Elevator's Wants Are Supplied in These Columns

YOU ARE RIGHT



Mill of TODAY—Motor or Belt Drive

ROBINSON MFG. CO.,

Minneapolis, Minn.

Louisville, Ky.

E. Akron, Ohio

Office and Works: P.O. Box 411, MUNCY, PA.

Chicago Office: 624 Western Union Bldg., Chicago

Tulsa, Oklahoma

Boston, Mass.

Salisbury, N. C.

in keeping down expenses but don't do it at the expense of losing profitable business. Remember that money spent on a UNIQUE Ball Bearing Feed Grinder will enable you to build up a NEW line of SATISFIED CUSTOMERS, and so increase your profits.

If you have never seen samples of feed ground on a UNIQUE you will be surprised, and decide that you need a Feed Grinder that will turn out the same quality of work. Get samples today. Write.

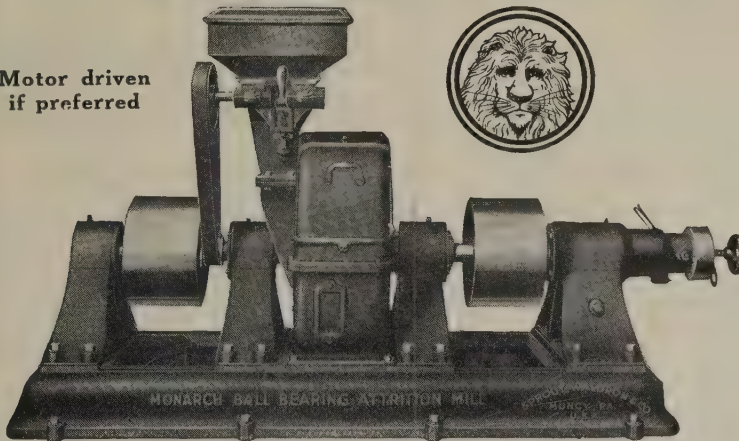
Grinding and Selling Feed is a Good Business

If you build up a trade with people who know quality, appreciate service and are willing to pay for both.

To get and hold this discriminating trade you must furnish goods and service which give unvarying satisfaction—and the best means to serve this end is

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The MONARCH is the mill of most profit and greatest satisfaction.

Profit to you from economical operation brought about by freedom from tramping, repairs, oil and power waste and inferior work.

Satisfaction to your customers through large capacity, uniform grinding, and uninterrupted service.

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* Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

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There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

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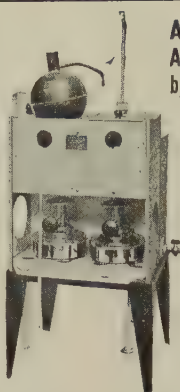
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Handling ear corn or small grain with a Hart elevator is easy. It elevates 1000 to 2500 bushels per hour and can be used for filling cribs or granaries and for loading cars. Machines are portable and can be quickly moved from place to place, may be operated with either engine or horse power.

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Will enable you to intelligently grade your wheat according to the

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You see I'm good as good can be,
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And gently let the ol' cat die,"
And down she sinks with ease so
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That if it were a dream complete.
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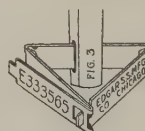
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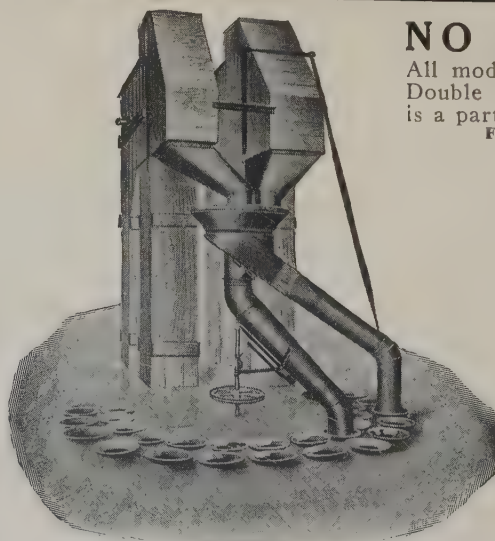
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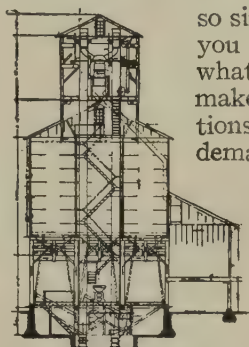
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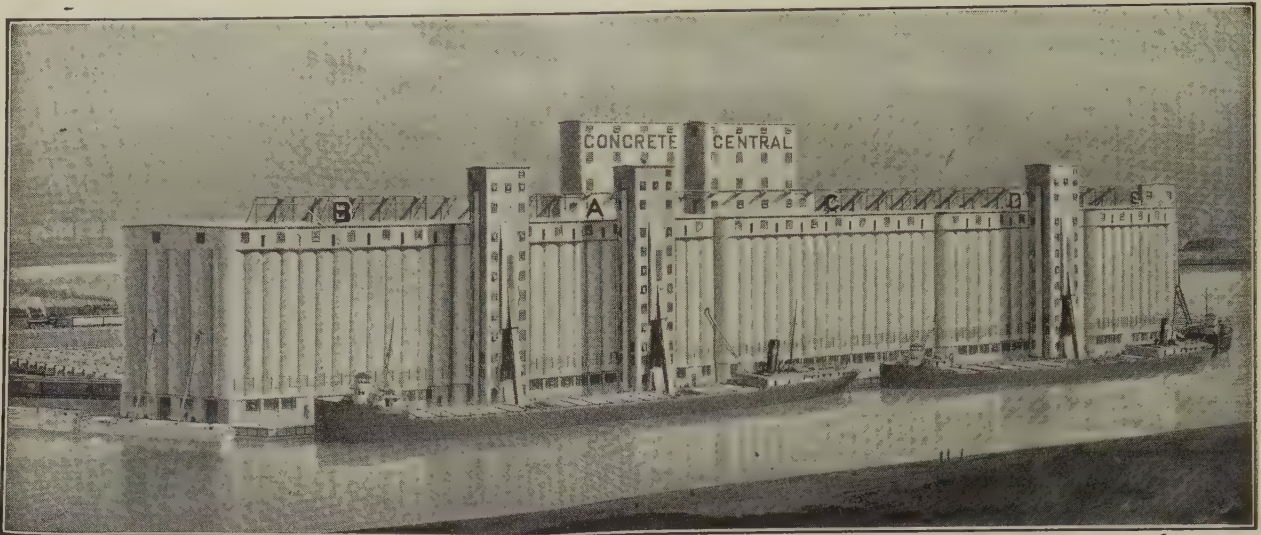
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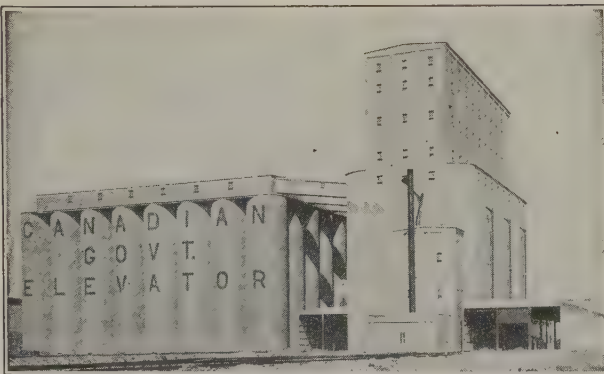
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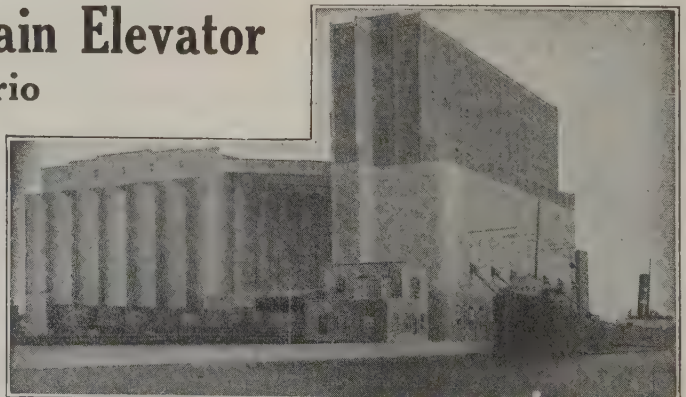
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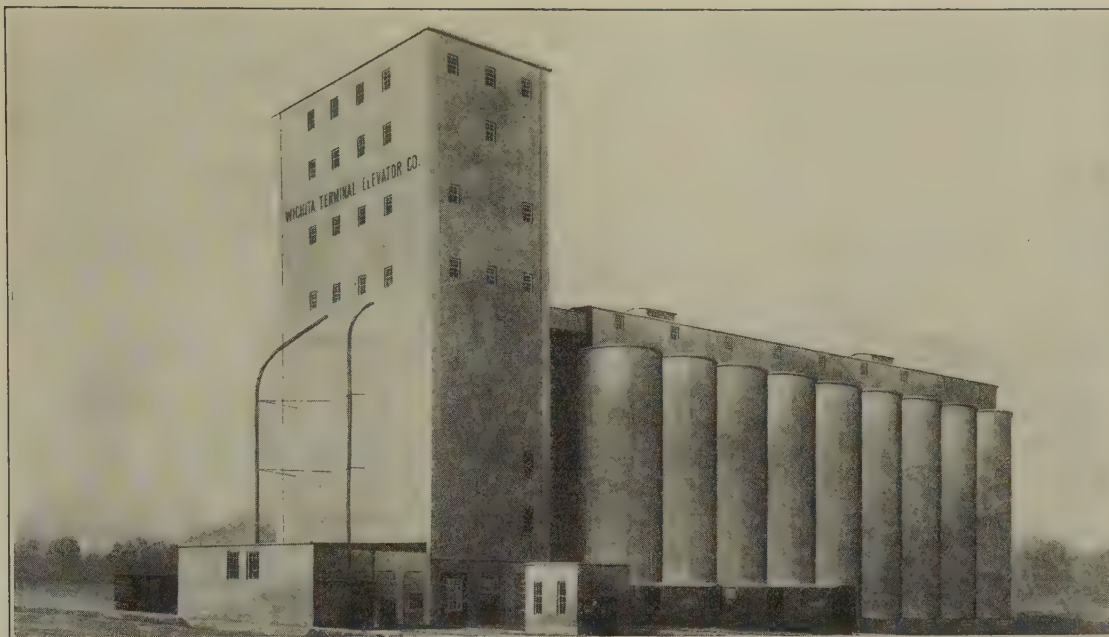
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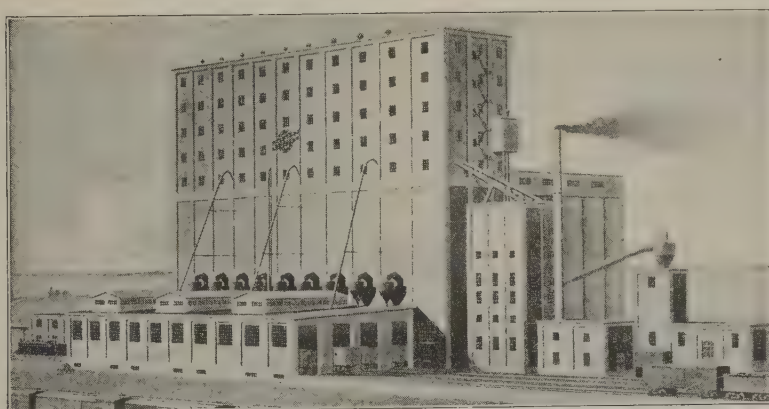
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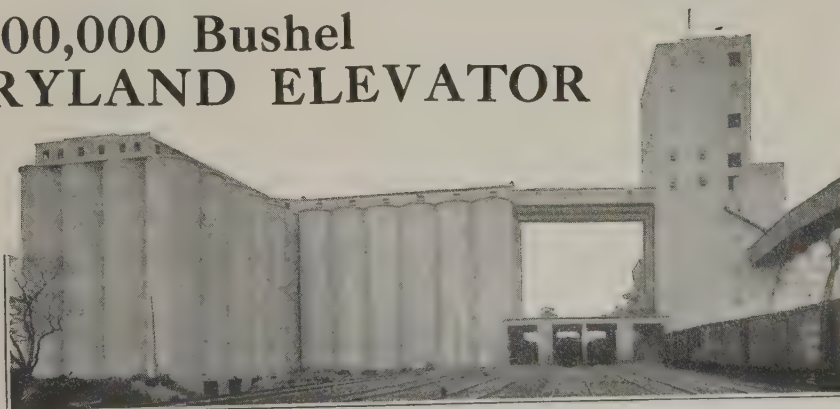
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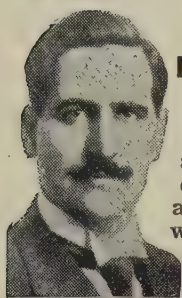
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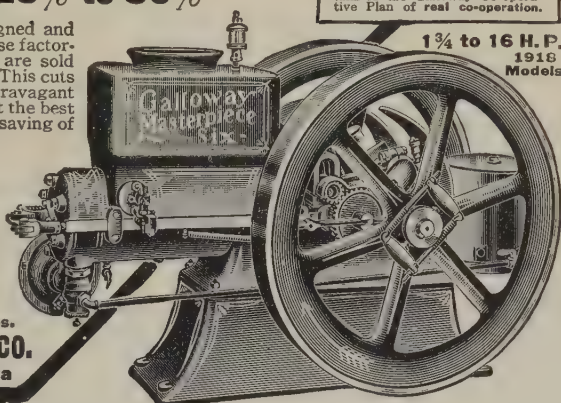
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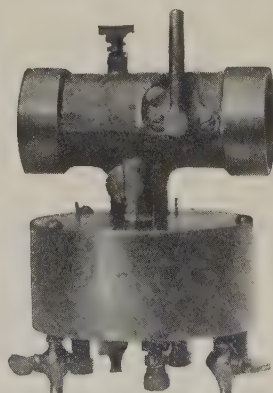
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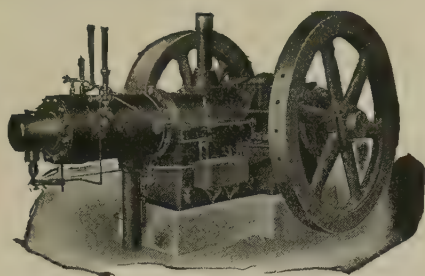
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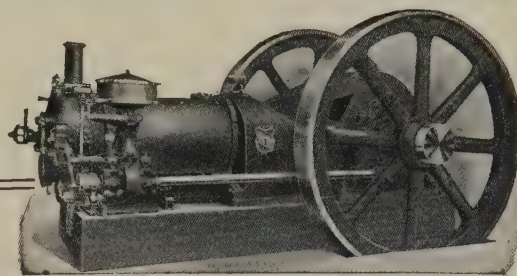
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Successors to The Otto Gas Engine Works
Main Office and Works:

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Your Firm Name

will be printed free in the 15,000 copies of the 1917 List of Users of the Universal Grain Code if you notify us promptly that you have a copy of the code.

A copy of the List of Users will be sent free to you and 14,999 other live grain firms who desire to reduce their telegraph tolls.

Printed on bond paper and bound in flexible leather. Price \$3.00.

GRAIN DEALERS JOURNAL

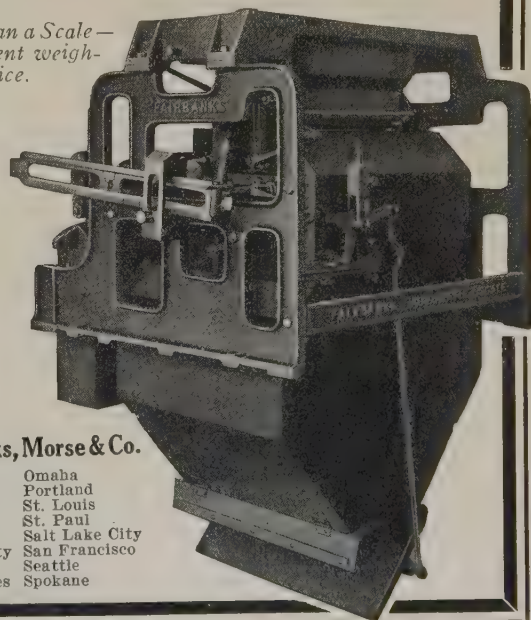
305 So. La Salle Street

Chicago, Illinois

Fairbanks Automatic Scale

Weighs same weight per discharge on all standard grains. Has one piece even lever that cannot spring or get out of alignment. Handles cobs or trashy grain without clogging. Improved compensating device weighs residue without shifting position. Reinforced Hopper Brush prevents leakage. Interlocking mechanism will not allow grain to pass unweighed. An accurate, durable scale.

*More than a Scale—
an efficient weighing service.*



Fairbanks, Morse & Co.

Chicago Omaha
Cincinnati Portland
Cleveland St. Louis
Denver St. Paul
Detroit Salt Lake City
Kansas City San Francisco
Louisville Seattle
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A very successful combined cleaner for both

CORN AND SMALL GRAINS

No changing of sieves necessary.

St. George, Kans., January 22, 1917.

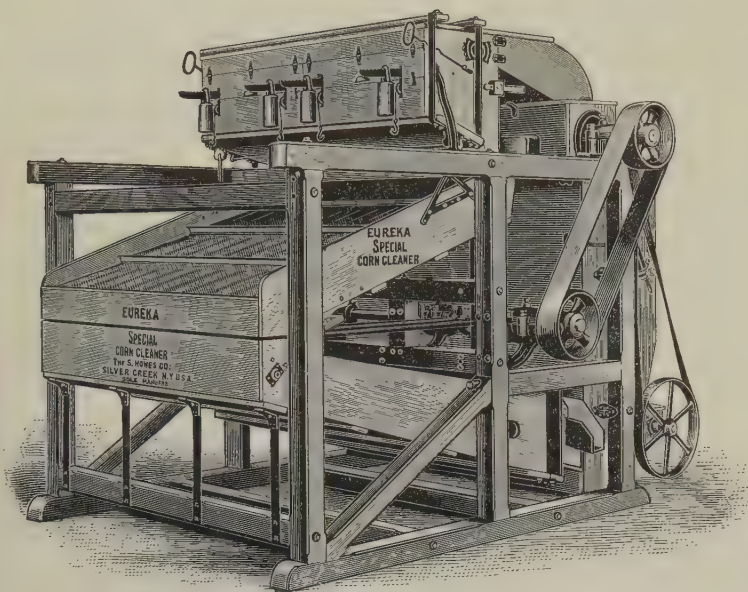
The S. Howes Co., Inc.,
Silver Creek, N. Y.

Gentlemen:—Replying to your favor of the 19th, asking what service we are getting from our combined corn and small grains cleaner made by you and which has been in operation about 18 months, will say that it is giving splendid satisfaction in cleaning corn and wheat.

We can put 750 bushels of corn per hour over it when necessary.

We thank you for sending your catalogue; it is a good one.

Yours very truly,
Wm. Dalton's Sons.



Full particulars mailed promptly



THE S. HOWES COMPANY, Inc.
Eureka Works Silver Creek, N. Y.



THE ONLY SANE, SAFE THING

**to do is to install an All Metal
Fire Proof**

**Knickerbocker "1905" Cyclone
DUST COLLECTOR**

The Knickerbocker Co.,

Jackson, Michigan

Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its pages of linen ledger paper, size, 8 $\frac{1}{4}$ x13 $\frac{3}{4}$ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners.

Form 43—200 Pages, \$2.25

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Grain Dealers Journal
305 So. La Salle St., CHICAGO, ILL.

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 $\frac{1}{2}$ x15 $\frac{1}{2}$ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.75.

GRAIN DEALERS JOURNAL
305 So. La Salle Street CHICAGO, ILL.

**Eliminates
Spotting
Charges**



Thirty Days FREE Trial

We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive \$5.00 for Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways.

NEW BADGER

car movers are used by grain dealers all over the country and what is more they are giving good satisfaction. With it you can do away with spotting charges now being made by the railroads. You will be shipping considerable grain soon and the cars will be dropped far down on your siding. Drop us a post card today and we'll send the New Badger to you immediately.

Advance Car Mover Co. Appleton Wisconsin

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE

OHIO elevator, warehouse and coal sheds for sale, 100 car point for \$6,000; no trade. Address Box 546, LaRue, Ohio.

MISSOURI—Small lumber yard and elevator doing \$20,000 yearly business in small country town. Address Harve, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Thirty-five thousand bu. elevator, well located; Eastern Nebr. Big crop; good reason for selling. Address F, Box 5, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—30,000 bushel capacity elevator complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wis.

FOR SALE—Elevator and feed mill, feed, flour, grain, seeds, phosphate, poultry supplies; in Dairy section Central New York. For particulars, address R. N. Dersheimer, Dryden, N. Y.

TWIN ELEVATORS for sale; no competition here, located in Western Ohio. \$200,000 to \$300,000 business annually. Address Twin, Box 1, Grain Dealers Journal, Chicago, Ill.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

FOR SALE—Two Ohio elevators on Erie and Big Four R. R. Elevators doing a good business; good reasons for selling. Address Rain, Box 11, Grain Dealers Journal, Chicago, Ill.

THREE elevators for sale or trade for good farm land in Kansas, Mo., Neb., or Okla. These elevators are in Northeastern Kansas. Good crops of wheat and oats. Prospects for good corn crops. Address Kansas, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE.

Electrically driven for handling and cleaning grain; feed mill and buckwheat flour; 20,000 bushels capacity, at Fairchild, Wis., connected with two railroads. Only elevator in town; splendid farming country, good point for selling feed and flour; first-class location for seed warehouse. For information, write the N. C. Foster Lumber Co., Fairchild, Wis.

ELEVATOR FOR SALE: 75,000 bu. modern elevator in town of about 800 within 100 miles of Chicago that does 400,000 bu. business in corn and oats besides a large coal business. One good competitor who does as much or more. This is one of the best points in Illinois and will require an investment of nearly \$25,000. A wonderful opportunity for one who can invest that amount of money. James M. Maguire, 6454 Minerva Ave., Chicago.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

ELEVATORS FOR SALE.

KANSAS elevator, in hard wheat belt. Must sell on account going to war; will sacrifice. Address Hard, Box 4, Grain Dealers Journal, Chicago, Ill.

BEST ELEVATOR proposition in the state of Michigan. 25,000 capacity house in good wheat, oat and bean country, doing a large business. Good coal and feed business in connection, located on Grand Trunk main line 30 miles west of Port Huron. Reason for selling, ill health. If you mean business, write C. R. Taylor, Capac, Mich.

TO TRADE.

TWO elevators in best grain country of Western Minn. and Dak. Best of competition. Coal in connection. Want improved farm. Address States, Box 4, Grain Dealers Journal, Chicago, Ill.

DEEDED So. and Western No. Dak. land to exchange for grain elevator—clear. Mortgage on land, \$1,500 per 160 acres, 5 years 6%. Price \$25 per acre. Address Rural, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

JAMES M. MAGUIRE — elevator broker, 6454 Minerva Ave., Chicago.

Have for sale a fine selection of elevators in Illinois, worth the money. Can use a few more if priced right. Always glad to hear from prospective buyers.

BUSINESS OPPORTUNITIES.

FOR SALE—Our warehouse and business in a good territory; very little competition. Good reason for selling. Terms, part down, balance on time. Address Overhalt Bros., Freeport, Mich.

WANTED to exchange quarter sec. good farm in Washington Co., Kans., well improved, for elevator, live stock or lumber business, or would take in a good partner. Location Iowa, N. W. Mo., Eastern Neb. or Kans. Box 243, Linn, Kans.

FOR SALE—Hay and feed business, coal and Mason materials. No competition in town; large dairy district surrounding. Will sell for cost of buildings; siding, yard and good will thrown in. Fred. L. Bascom, East Millstone, N. J.

EXCHANGE FOR ELEVATOR or telephone exchange: 165 acres located in Pike County adjoining elevator at Pikes station opposite Louisiana, Mo. Level land fertile, wheat and corn. Good neighborhood, rural mail, service, new barn, poor house, good water. We have spent lots of money for dredge ditches, some tile, price \$15,000, clear of incumbrance, good opportunity for investment and revenue. 100 acres in wheat this year, sold at \$1.90 in Chicago. Owners in grain and telephone business and desire to get the land in their enterprises. Write Coon Bros., Rantoul, Ill. Leased for one year.

ELEVATORS WANTED.

WANTED TO BUY good elevators, well located in the grain belt of Kansas or Oklahoma. Address Comfort, Box 5, Grain Dealers Journal, Chicago, Ill.

WANT to buy four or five elevators in Western Iowa in good corn and oats territory. Address Box 546, Geneva, Neb.

WANTED to buy or rent Eastern Iowa elevator in good grain section. Mean business. Address Cedar, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED to lease or buy country elevators in good grain territory in Nebraska. Address Nebraska, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED—To buy an elevator in Western Iowa or Eastern Nebraska, doing not less than 125,000 bu. business annually. Give full particulars. Address Hill, Box 3, Grain Dealers Journal, Chicago.

WANTED TO LEASE, with privilege of buying later, elevator with feed mill in Southwestern Mo., Eastern Kansas or Eastern Okla. or would consider location in these sections that have good corn crop and no facilities for handling at this time. Address Lease, Box 5, Grain Dealers Journal, Chicago.

MILLS FOR SALE

FOR SALE—Good little custom mill and elevator 1600 bus. cap. bins. Mill 2,000 bu. per day. Fine opportunity for feed and seed business. The Brandon Mill & Elevator Co., Brandon, Colo.

FOR SALE—50-bbl. mill in Central West Virginia. Erected in 1911, on sidetrack of C. & C. R. R. in thriving town of 2,000 inh. 6,000 bu. elevator, storage room, large hay barn. Natural gas power. On account of ill health, will be sold at a bargain. Address Gassaway Milling Co., Gassaway, W. Va.

BARGAIN FOR QUICK SALE—65-bbl. mill, water power, Great Western system; located in South Central Kans.; good business, plenty wheat. Reason for selling, owners not Millers and have too much other business to look after. Will sell for \$3,850.00 if taken at once. Terms to right party. Address Murdock Mills, Murdock, Kans.

MILL PROPERTY FOR SALE.

A 35 hp. water power mill in the city of Phillipsburg, New Jersey, 6,500 population; five railroads. Will sell as a whole or take a practical miller with \$5,000, as partner to run it; \$15,000 cash now subscribed to start the business. Apply to David L. Emanuel, Karldon Hotel, Easton, Pa.

FOR SALE—75-bbl. brick mill. (Barnard Leas) Moline system; one of Illinois' best counties; plenty of wheat and corn; crops good. Everything complete, ready to run, machinery good as new; the best location in Illinois. Would trade for improved farm. Reason for selling, lost my husband. Come, see for yourself. Mrs. Geo. Starger, Toledo, Ill.

PARTNERS WANTED.

PARTNER WANTED—Man with capital to handle new wheat crop. \$250,000 business last year. Handle coal, implements, feed and flour in town of 1,500. Address Free, Box 1, Grain Dealers Journal, Chicago, Ill.

ENGINES FOR SALE.

GASOLINE ENGINES—We have a few bargains in REBUILT 8-10-12-16-20-24 H. P. engines. Write for particulars. Charter Gas Engine Co., Sterling, Ill.

FOR SALE—1 Fairbanks-Morse 20 H. P. gasoline engine, also 1 Fairbanks 9 H. P. vertical gasoline engine; both in good condition. Miller Bros. Co., St. Anthony, Idaho.

FOR SALE—Meyer Automatic engine, 12 x18 cylinder, 250 r. p. m.; 4 ft. fly wheel with eight grooves per 1 inch. This engine is in excellent condition. Merchants Elevator Co., Davenport, Iowa.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

ONE 50 horsepower Fairbanks Morse engine for sale; engine will run on either distillate or gasoline. Will sell at \$1,000.00 FOB Waco, Texas. Engine guaranteed to be in good running order. Clement Grain Company, Waco, Texas.

BARTER AND EXCHANGE.

DO YOU want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

MANY STEAM BOILERS in good condition have been taken out of grain elevators during the last year, all of which could have been used advantageously for storing oil, molasses or for pressure tanks. When the landscape surrounding your elevator is cluttered with discarded machines, tell your brother grain dealers about it. They may have something to exchange which you would like to have.

GRAIN TESTER FOR SALE.

FOR SALE—Hess moisture grain tester. For price, address Nutriline Milling Company, Ltd., Crowley, Ia.

MACHINES WANTED.

WANTED TO BUY a good second hand corn cleaner, 600 to 800 bus. capacity. Kirklin Grain Co., Kirklin, Indiana.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

MACHINES FOR SALE.

FOR SALE—No. 5 Combination Dustless Monitor Grain Cleaner in good repair. \$75.00 f. o. b. Fullerton, N. D. Quick sale. Fullerton Elevator Co.

FOR SALE cheap, several double cleaners for grain or seed; want to close at low price; successfully used by hundreds of grain men. For full particulars, write Johnson & Field Mfg. Co., Racine, Wis.

FOR SALE—One new Standard adding machine, 10 keys; used 16 months, price \$65. Also one Oliver No. 5 typewriter, price \$20. These machines are both working as good as new. J. A. Gilles, St. Joseph, Ill.

FOR SALE—One Molasses feed mixer; assembling scale, two small molasses tanks, and 15 horse motor, capacity 60 to 90 sax per hour. Will sell cheap. Full information on request. The Nickel Plate Elevator Co., Cleveland, Ohio.

BARGAINS. BARGAINS.

Attrition mills, No. 8 Bowsher roller mills, Burr mills, reels, pulleys, friction clutch pulleys, heavy duty belt tighteners, sprocket wheels, boxings, etc. Let us have your wants; we may have it at a bargain as this material is for sale. A. G. Brandt Mfg. Co., Hagerstown, Ind.

BARGAINS AND QUICK SHIPMENTS.

Fine rebuilt Ball Bearing attrition mills, all sizes. 100 gal. Molasses heating kettle. 22 hp. vertical steam boiler, complete with injector and 50 ft. smoke stack. 9x18 corn cracker with magnetic separator. Also oat crusher, 6x12 corn cracker. 500 bu. Fairbanks Hopper scale. Several Westinghouse D. C. motors.

Any amount of other mill and elevator machinery. Complete equipments scientifically arranged for modern flour and Cereal Mills, molasses stock and poultry feed plants. Plans and flow sheets. Write today.

George J. Noth, Manager,
No. 9 So. Clinton St. Chicago, Ill.

MACHINES FOR SALE.

FOR SALE—5x14 ft. Boot Tank, good condition, at one third price. A. Moseman, Lyons, Nebraska.

FOR SALE—One practically new Burchard 7 inch turn head spout. The Spelts Grain Co., Sterling, Colo.

FOR SALE cheap, 1 40 Advance Owens Cleaner; run three years; in good condition. Genola Grain Co., Genola, Minn.

FOR SALE—10 oil engines, 20 grain cleaners, 50 grinders, 100 roller mills, pulleys, hangers. Half price, like new. A. D. Hughes Co., Wayland, Mich.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

POWER TO FIT EVERY DEMAND

High grade rebuilt engine values, 1 to 100 hp. at prices you want to pay. Send for big list of engines suited for elevators and mills, for factories and farms, for autos and trucks, for boats and hydroplanes and state your power needs so that we may quote with description.

BADGER MOTOR CO.,
MILWAUKEE, WIS.

FOR SALE—MACHINERY
AT BARGAIN PRICES.

- 1—No. 174 "Barnard & Leas" double side shake milling separator with sieve cleaners, capacity 80 bu. per hr., brand new.....\$225.00
- 1—No. 177 "Barnard & Leas" double side shake milling separator, capacity 250 bu. per hr., brand new 350.00
- 1—No. 204 "Eureka" counterbalanced milling separator, capacity 450 bu. per hr., rebuilt..... 300.00
- 1—No. 198 "Eureka" milling separator capacity 60 bu. per hr., rebuilt 120.00
- 1—No. 197 "Eureka" milling separator capacity 45 bu. per hr., rebuilt 105.00
- 1—No. 4 "Invincible" milling separator capacity 80 bu. per hr., rebuilt 120.00
- 1—40 bu. "Buffalo" Hopper Scale, rebuilt 50.00
- 1—100 bu. "Fairbanks" Hopper Scale, rebuilt 75.00
- 1—200 bu. "Fairbanks" Hopper Scale, rebuilt 85.00

Beltings, pulleys, hangers, shafting, buckets, bolts, separators, boots, etc. Everything for flour mills, feed mills and grain elevators. We ship to responsible parties on 30 days' time. Write today for our complete bargain list.

Est. 1872 B. F. GUMP CO. Inc. 1901
431-437 S. Clinton St. Chicago.

A Trial Order

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the Grain Dealers Journal on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find One Dollar and Fifty Cents.

Name of Firm.....

Capacity of Elevator Post Office.....

.....bus. State.....

WRITE FOR LIST OF

\$50,000 stock of new and used Pulleys, Shafting, Hangers and every description of Power Transmission Machinery.

LEATHER, RUBBER and CANVAS

BELTING

TEUSCHER & SON
MACHINERY SUPPLY CO.

527 N. 2nd St. St. Louis, Mo.

HELP WANTED

WANTED—Man to run grain cleaning machinery. J. J. Badenoch Co., 2014 West 17th St., Chicago, Ill.

WANTED—By Chicago house live solicitor for Illinois. Address Trade, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED—Good all around second man in elevator. German preferred. Address Plant, Box 3, Grain Dealers Journal, Chicago, Illinois.

WANTED—Grain buyer for Farmers Elevator Co. Northwestern Minnesota point. In replying state experience and give references. Secretary, Farmers Elevator Co., Strandquist, Minn.

WE HAVE AN OPENING for a good reliable miller and road man for a sixty barrel capacity mill. Can furnish employment the year round to the right kind of a man. Address Lock Box Number 207, Akron, Indiana.

WANTED—A man for Central Indiana elevator. One man house. One about thirty-five years old who can run elevator and keep simple set of books. No boozier. Address C, Box 5, Grain Dealers Journal, Chicago, Illinois.

WANTED—Young man 30 to 35 years of age. Must be thoroughly familiar with traffic matters, etc., also with grain business as handled in Southern territory. Write fully, giving experience, references and salary expected. Address Clover, Box 5, Grain Dealers Journal, Chicago, Ill.

MARRIED MAN of experience to manage elevator in German neighborhood, small town, with good schools on the C. I. & S. R. R. Handle grain, lumber, hay and side lines. Good wages and rent of good house. Must be temperate, systematic and reliable. Address Hoosier Snap, Box 5, Grain Dealers Journal, Chicago, Ill.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

BACK NUMBERS GRAIN DEALERS JOURNAL WANTED

Will pay 25c a copy for Grain Dealers Journal Vol. VII Nos. 1, 2, 3, 4, 5, 6, and 7, also for Vol. VIII Nos. 9, 10, 11, and 12. Address A. Keady, Room 507 Traders Bldg., Chicago, Ill.

SCALES WANTED.

WE ARE needing one 300 bushel Hopper Scale, two sets Dormant Scales, 1,000 bushel Automatic Scale. Randolph, Hall & Young, Owosso, Mich.

SCALES FOR SALE.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes; Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.
1009 West Ohio Street Chicago, Ill.

SITUATIONS WANTED

WANTED—Position as manager country elevator; 10 years' experience; married. Speak German. Address H, Box 4, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by expd. elvtr. man as agent or foreman. Best of ref. Address Grain, Box 5, Grain Dealers Journal, Chicago, Illinois.

WANTED—A position by an experienced grain, feed, hay, coal and flour man, to operate an elevator or travel as a solicitor. Address Bell, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as mgr. of elvtr.; can also take care of books; have had 10 years steady experience with one house; middle-aged, married. A-1 ref. Address O, Box 5, Grain Dealers Journal, Chicago.

WANTED—Position as mgr. country elevator by capable, energetic married man. 30 yrs. old; 8 yrs. exp. in operating country elevators. Can keep house in good order. A-1 ref. Address Throw, Box 4, Grain Dealers Journal, Chicago.

WANTED—Position in any line of the grain business; have had 15 years experience. American, married, strictly temperate. Can furnish ref. from present employer; with them 10 years. Address Ten, Box 4, Grain Dealers Journal, Chicago.

WANTED—Position in the grain business; have had 3 years exp. in elvtr.; 34 years old, American; married, two children. Don't drink or gamble. Want good substantial salary. Good ref. Address Oil, Box 3, Grain Dealers Journal, Chicago.

WANTED—Position as Farmers elevator manager, eastern N. D. or western Minn.; good mechanic; speak German good; American born. Reference from former employers. 5 years experience. Address Gold, Box 5, Grain Dealers Journal, Chicago.

WANTED—Position as mgr. of elvtr.; have had several years experience in the running of both inland and terminal elevators; familiar with office duties as well as the handling of elevator machinery. Can furnish good ref. Address Peace, Box 3, Grain Dealers Journal, Chicago.

POSITION WANTED as mgr. or buyer in a good grain region; experienced in all kinds of country elvtrs. in several states, line, farmers and private companies, with A-1 success. Know how to hustle; temperate, in prime of life. Bonds for any amount. Former employers my references. Write, prompt reply, Prime, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION—Man with 20 years experience in the grain, hay and implement business, familiar with engines and machinery; know how to build elevators; how to manage the business and run it. If you are looking for a man who can deliver the goods, furnish bond and guilt-edged references address Hunt, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED—Position managing line company or with local company handling large business; over 20 years' experience with country elevators and merchandising grain from a terminal market; good on freight rates and a first class accountant. Would be especially valuable this year in a section having a surplus of corn and oats tributary to Western Kansas and Oklahoma. Address Trial, Box 5, Grain Dealers Journal, Chicago.

Sympathy never sold a feed mill, but a Journal "For Sale" ad has. Try it.

WANTED.

WANTED—The names of manufacturers of sieves for determining dockage on wheat. Address South Dakota, Box 3, Grain Dealers Journal, Chicago, Ill.

DYNAMOS—MOTORS.

WANTED—15 h. p. 60 cycle alternative current 220 volts electric motor in good condition. Cohen Bros., Greenville, Ky.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

STEAM ENGINES—BOILERS.

FOR SALE—One Brownell Hor. tubular boiler with dome. 40 H. P. Used only 4 yrs. Good as new. Gifford Elevator Co., Gifford, Ill.

BOILERS, 15, 25, 30 and 45 horsepower; engines, 20, 50, 60 and 150 horsepower; gasoline engines, 6, 12, 15 and 40 H. P. Pumps, heaters and tanks. Casey Boiler Works, Springfield, Ohio.

ADDRESS WANTED.

ADDRESS WANTED of C. A. Stewart, an ex-agt. for McCaul Webster Elvtr. Co. A. Moseman, Lyons, Nebraska.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. **WM. ROSS & CO.**, 409 N. Peoria St., Chicago

FEEDSTUFFS.

WANTED—Quick shipments hay, oats, mill feed. Fair demand. J. M. Williams & Co., Memphis, Tenn.

SCREENINGS WANTED.

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

INFORMATION BURO

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

GRAIN WANTED.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of Grain Dealers Journal, Chicago, Ill.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

FOR SALE—Sunflower seed, carlots or less. Southeast Mo. Grain Co., Malden, Mo.

WINTER VETCH

NEW CROP MICHIGAN GROWN
YOUNG-RANDOLPH SEED CO., Owosso Mich

FLOWER, FIELD and LAWN SEED

J. OLIVER JOHNSON

Wholesale

SEED MERCHANT

1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

Crabbs Reynolds Taylor Company

Crawfordsville, Indiana

Buyers and Sellers

CLOVER AND TIMOTHY SEED—GRAIN

Crawfordsville Seed Co.

Crawfordsville, Ind.

FIELD SEEDS

OTTO SCHWILL & CO.

Memphis, Tenn.

GARDEN and FIELD SEEDS

Also Onion Sets, Poultry Food, Bee Supplies

RUSSELL SEED CO.

Carlot Shippers All Southern Seeds
We buy Clovers, Rye, Barley, Wheat

MEMPHIS, TENN.

We Buy

**RED TOP
ORCHARD GRASS
WHITE CLOVER
ALFALFA**

Send Samples

I. L. RADWANER

Seed Merchants

New York City

SEEDS WANTED.

WE ARE in the market for new crop of American grown red clover seed. Send us your samples. New York Seed Co., New York, N. Y.

SAMUEL McCausland

Belfast, Ireland

Cleaner and exporter of finest Perennial and Italian Ryegrass seeds, Crested Dogtail seed, etc. Importer of Clover and Natural grass-seeds.

Cables, "Shamrock, Belfast." A B C Code, 4th and 5th Editions.

The Mangelsdorf Bros. Co.

Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

LOUISVILLE SEED COMPANY

INCORPORATED
LOUISVILLE, KY.

Headquarters for
RED TOP and ORCHARD GRASS

BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

L. Teweles Seed Co.

Milwaukee

Wisconsin

Headquarters for

Red, White and Alsike
Clover

Timothy and Alfalfa
Seed

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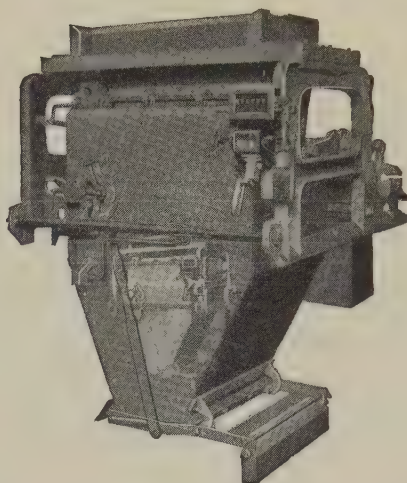
Country elevators and shippers, remember us with samples of seeds you have for sale.

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A REMINDER

That reminds me—Have you seen that little RICHARDSON "Reminder"? It will remind you that—Oh, well, never mind. GET one of them.

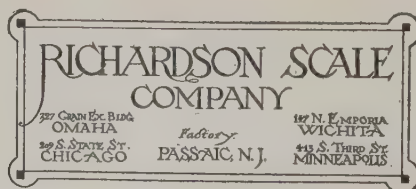
If you long—in the battle of life—to become a more successful Grain Dealer, and to stop being an "also ran," fall in with the thousands of TYPE REGISTERING Richardson users.



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RICHARDSON TYPE REGISTERING SCALES

LOOK AT THE MAP. Just for an instant, and notice the "Lay out" of the Richardson Scale Company. Up there at Minneapolis, a Branch is maintained under the supervision of W. P. Buchan (Buchan's experience with Automatic Scales covers a period of 12 years). Over at Chicago another Branch, with N. C. Webster in charge (for 13 years Mr. Webster has had to do with Automatic Weighing machinery). Over at Omaha is H. R. (Bob) Miller (with Automatic Scales since their conception). And down at Wichita, L. B. Graham (with 11 years at the Automatic game). These men are the managers for the Richardson Scale Company in this Western Grain territory. Under the direction of these men will be found a competent and efficient corps of trained men, capable not only of selling Automatic Scales, but fully able to construct or design Automatic Weighing Machinery. In fact, many of the improvements now on Richardson Scales were suggested by these men. Also, at each of the above branches is maintained a complete warehouse stock of Elevator Scales. This is a service that belongs to the Western Grain Dealer. A service maintained by the Richardson Scale Co., for the Western Grain Dealers. And a service made possible by the loyalty of the Western Grain Dealers to Richardson Scales. Inspections without charge. (Does any other Scale company do likewise?)



GRAIN DEALERS JOURNAL

[Incorporated]

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A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms or for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked-Answered" department. The service is free to all.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, SEPTEMBER 10, 1917

JACK FROST has given King Corn one of the closest races in any of the maturity events held in recent years. Look out.

WHO authorized the miller to direct the interior wheat buyer doing business at the same station as to what price he shall pay for wheat? Is the country wheat dealer to be frozen out by the government's scheme for marketing this grain or are some of the millers exceeding their authority?

GRAIN DEALERS who in the regular course of their business have accumulated wheat at a price in excess of the basis price of \$2.20, may be able to recover their loss by selling their grain to the government at the fixed price, accepting 75% in cash and suing for the balance, as provided in the Food Control Law.

SHIPPERS who sell grain for early delivery must exercise extreme caution, lest they be unable to obtain cars needed in time to load. While the railroads have succeeded in affecting a material reduction in the car shortage, it is still large and is sure to be greatly increased as soon as the new grain starts to move in volume.

GRAIN is handled most economically thru the country elevator when uniform varieties are produced in large amounts in the contributing territory. The grain dealer will benefit both himself and his farmer patrons by co-operating with them to determine the varieties best suited to the locality and by assisting them to procure pure seed for planting.

WHEAT HANDLERS owe it to themselves to seriously consider the changes in the grading of mixed and treated wheat, which are outlined by Chief Chas. J. Brand of the Bureau of Markets, in our department devoted to "Letters" this number. The changes suggested seem most desirable, but if there are any serious objections, they should be made known promptly, before it is too late.

STORAGE of wheat and rye for farmers for a period exceeding 30 days having now been discontinued by the Food Administration, this is a good time to consign free storage to the grave. It offers an opportunity for terminating all profitless storing. There will always be a vast quantity of grain stored in elevators by the farmers, yet there is no reason why grain dealers should not realize a profit from the business.

AMONG THE several deplorable elevator accidents published in the news columns of this number, is one most pitiful, which occurred in an Illinois elevator and by which two boys were suffocated. Enough accidents of this character are published in our columns to justify every elevator man printing and posting at every entrance to his elevator a large sign "BOYS KEEP OUT." Such caution should be taken in the interest of the boys themselves and the saving would fully justify the cost.

THE DISADVANTAGE of employing strangers to work about new machinery is emphasized by the suit of a Nebraska "live stock man" who was employed temporarily to help about the elevator. He asks \$35,000 damages, but of course the elevator owner is opposed to any such extravagant amount, even tho something may be due the man who temporarily was helping about the house. Insurance covering accidents to all employees is not expensive and it relieves elevator operators of much worry.

INCENDIARIES are not increasing as rapidly as one would naturally expect from the hysterical articles published in the newspapers several months ago, but occasionally grain elevator fires are traceable direct to unmistakable evidence of incendiarism. North Dakota elevators now seem to be suffering more than those of any other state, but all can well afford to exercise more than ordinary precaution against the nefarious marauder who sneaks about at night, burning the property of law abiding citizens.

UNCLE SAM, for nothing, has given puts to the American farmer for his entire 1918 wheat crop, good until May 1, 1919, at \$2 per bushel. This will surely greatly increase the acreage sown to wheat this fall and next spring and may unnecessarily prolong the high cost of bread to the consumer. Regulating the price of wheat may seem easy, but the result is sure to remain in doubt for months.

EXCESSIVE DOCKAGES, amounting in some cases to as much as \$75 on a car, are proving quite distressing to country elevator operators, who have given little heed to the government rules governing the grading of wheat. To handle wheat profitably thru a country elevator today necessitates not only close study and intelligent application to all the problems of the business, but it would seem to demand the best mechanical equipment obtainable.

MIXED GRAINS are being marketed by so many farmers this season that the elevator man without ample facilities for effecting perfect separations is sure to suffer heavy discounts on his shipments to central markets, because the Federal Grades require that such mixtures be graded "Sample." Winter wheat acres which were planted to oats are especially productive of the offending mixture, but other grains are arriving badly mixed so that shippers who are anxious to escape heavy losses must buy the mixed grain on the sample grade or separate it.

NEWSPAPERS in many of the smaller towns publish what is said to be market information, purporting to give the prices that are being paid (or asked) locally for different commodities. This information is very unreliable, many times, and it often creates false impressions and trouble. Country grain dealers can promote the interests of their town by assisting the local editor to get correct information and printing it in such form as to plainly indicate the true meaning of each quotation, stating specifically the conditions under which they are compiled and the date of compilation.

WHEAT SHIPPERS will no doubt find it to their advantage to market their wheat in the usual manner. Grain commission merchants in the terminal markets are prepared to look after the weighing, inspecting and prompt forwarding of shipments, and of course will make advances on shipments, as usual, so that shippers' capital will not be tied up longer than usual in shipments of wheat. The only grains now being purchased by the food administrator are wheat and rye and no price has been fixed on rye. All other grains and seeds are being marketed thru the usual channels, and it is presumed that corn will be free from every price restriction as soon as the new crop starts to move.

IF EVER there was a time when a grain dealer needed to be well informed about the details of his business, that time is now. The company which employs an inexperienced man as manager is courting disaster, and the man who accepts the position is assuming a very great risk of ruining his future prospects by making a failure of his first attempt at management.

WEEDS and grass will soon be dead and dry, and when in this condition they offer excellent fuel for fire. No locomotive spark, however fastidious it might be, could ask for a better place in which to begin its destructive work than in dry grass, weeds and similar trash. These things should be cleaned away from the elevator and other buildings before their presence results in the destruction of the plant.

EVERY GRAIN dealer who is anxious to do his share to win the war and at the same time protect his profits from losses on high priced grain, will exercise greater vigilance than ever to prevent grain being damaged or destroyed by rodents, by weevil, by fire or by careless handling or indifferent cooping of cars for its shipment. The stopping of all these ordinary wastes will greatly extend the usefulness of the grain marketed by the farmers.

FARM SCALES need to be properly installed and frequently tested, just as do other scales. The grain dealer can set a good example by giving his own scales good care, and he should follow this example by precept, giving friendly and accurate advice to his patrons as to the attention which a scale must receive if it is to remain accurate. Farmers should be especially advised to buy a good scale, to install it according to the manufacturer's instructions, to have it tested at frequent intervals by a man who knows what he is doing and who can make any necessary adjustments. But, the grain dealer must practice what he preaches.

THE MERITS of the fire prevention recommendation of the Mutual Fire Prevention Buro, published on page 316 of the Journal for Aug. 25th, are sufficient to have stirred up considerable discussion and no doubt the points raised are of value and should be seriously considered by grain dealers who are anxious to construct their elevators so as to be relieved of the labor and danger of chokes. There is not much difference of opinion as to chokes being responsible for many fires, but both builders and users seem to differ widely as to the most practical means for eliminating chokes in the legs. The subject is worthy the most thoughtful consideration of elevator builders, and we sincerely hope that we shall hear from more of our readers in regard to the recommendations.

NO RULE is considered sound unless it works both ways. It must be true, then, that some of the rules of the railroad companies need to be overhauled, cleaned, repaired and otherwise made to conform to the requirements of a good rule. The railroad requires the prompt removal of an overload; but a very formal claim must be made by the shipper to get his money.

SO MUCH of this year's corn crop is late in maturing, there seems to be an unusual amount of trouble brewing for elevator operators who are not equipped with drying and conditioning machinery. Soft corn has forced many heavy losses on shippers in the past, but they seem slow to profit by experience, and the prospect of fair profits on the new crop entices them into buying much grain which they cannot safely handle. A word of caution should be sufficient, especially to those who have suffered losses in recent years.

CORN is no longer being distilled for beverage purposes, but the brewer may continue to use his usual quota, and the distiller who engages in the manufacture of alcohol for ammunition purposes will continue as heretofore. No doubt some of the distillers who have been manufacturing spirits for beverage purposes will turn their product over to the ammunition makers. Even tho all the distillers were closed, with a three billion bushel crop assured their needs would not be likely to have much effect on the market price of corn during the year. The crops of barley, rye, buckwheat and potatoes are so large that the restrictions upon the manufacture of malt and vinous beverages, which are optional with the President, would not seem likely to be enforced, at least during the present crop year, and with the close of the war, the Food Control Law is automatically revoked.

THE FOOD ADMINISTRATOR, in an effort to reduce the amount of useless handling of wheat, is striving to learn where surplus producing sections usually look for their best markets. While wheat is not often hauled back along the line in its course from producer to consumer, still it may occasionally be diverted by some miller or wheat broker who learns of an attractive surplus and knows where to market it. The problem of eliminating all back hauls, either of wheat or its products, is one of the most difficult confronting the enemies of waste effort. Wheat dealers who have long specialized in the economical marketing of wheat, have always studied how to get it to the consumer with the least expenditure for freight, and they built up a line of customers thru long years of study and careful solicitation. It will be extremely difficult to improve on their marketing efficiency.

The Government's Price for Wheat.

It is very evident from the proclamation of the President that it is not his intention to attempt to fix the prices to be paid for wheat by persons other than the Food Administrator. We have attempted to bring out his idea in regard to the price thru the use of black face type in the proclamation which follows:

The Government's Price Proclamation.

THE WHITE HOUSE
WASHINGTON

Section 11 of the Food Act provides, among other things, for the purchase and sale of wheat and flour by the Government, and appropriates money for the purpose. The purchase of wheat and flour for our Allies, and to a considerable degree for neutral countries also, has been placed under the control of the Food Administration.

I have appointed a Committee to determine a fair price to be paid in government purchases. The price now recommended by that Committee—\$2.20 per bushel at Chicago for the basic grade—will be rigidly adhered to by the Food Administration.

It is the hope and expectation of the Food Administration, and my own also, that this step will at once stabilize and keep within moderate bounds the price of wheat for all transactions throughout the present crop year, and in consequence the prices of flour and bread also.

The Food Act has given large powers for the control of storage and exchange operations, and these powers will be fully exercised. An inevitable consequence will be that financial dealings can not follow their usual course. Whatever the advantages and disadvantages of the ordinary machinery of trade, it can not function well under such disturbed and abnormal conditions as now exist. In its place the Food Administration now fixes for its purchases a fair price, as recommended unanimously by a committee representative of all interests and all sections, and believes that thereby it will eliminate speculation, make possible the conduct of every operation in the full light of day, maintain the publicly stated price for all, and, through economies made possible by stabilization and control, better the position of consumers also.

Mr. Hoover, at his express wish, has taken no part in the deliberations of the Committee on whose recommendation I determine the Government's fair price, nor has he in any way intimated an opinion regarding that price.

WOODROW WILSON.

Many arbitrary statements regarding the rights of anyone to pay the price they might desire have been given wide circulation, until the Food Administration is looked upon as the most autocratic thing which ever happened by many grain dealers whose business interests seem to be at cross purposes to that of the Food Administrator. However, by close reading of the proclamation, which alone is the guide in the matter of the fixed price, a true understanding of what is intended by the government will be obtained.

The price fixed is so greatly in advance of the average price ruling a year ago, when the wheat and rye crops of the United States and Canada were both much smaller, that it would seem to be greatly in excess of what is fairly justified by the world's supply. Australia has large quantities of wheat from the crops of 1916 and 1917 still on hand and it also has a greatly increased acreage for the coming crop. The Argentine and India also have increased acreages, so that by applying the general law of averages, the wheat producers of North America should readily appreciate that the price is an excessive one and gladly accept the figure established for the wheat purchased by the Food Administrator.

Beginning with the first of July next, the government will reduce the price of its purchases to \$2, and inasmuch as producers have nothing to gain by holding their wheat, they should be willing to market it as soon as they can spare the time from their fall work. To store it would simply put them to the expense of interest and the chance of deterioration by rodents or insects, or the loss by fire or thieves. It would seem to be to the advantage of farmers everywhere to sell at as early a date as convenient, and grain dealers are justified in encouraging them to do so.

Reports from many sections are to the effect that farmers seem disposed to hold for higher prices, but such action would be futile in the light of the fact that the government has most generously fixed the price for the 1918 crop at \$2, while if the war ends the demand from abroad, taken in conjunction with the supply of other exporting countries, will not enable private exporters to pay anywhere near \$2 for wheat.

The belligerents are plowing up vast pastures and planting grain, because of the difficulty of providing feed for the live stock during the winter months, hence the herds are to be sacrificed and the consumption of meat reduced. This is sure to reduce their needed import of breadstuffs. If peace is declared and the government's necessity for wheat for breadstuffs is reduced to the normal amount, the purchases of wheat at \$2 will not amount to enough to materially affect the market, should the United States and Canada produce a large crop next year, so the farmers who have wheat will surely promote their own interests by selling all they can spare at the present price.

The Loyalty of the Grain Trade.

No line of business is so rigidly regulated as is the grain trade by the Food Control Law and no other legislation, outside of the Conscription Act, will force such great sacrifices as the Food Control Law, yet the grain dealers are meeting the government's demands without any hesitation and without any attempt to dodge the issue. Many of the leading men in the trade have unselfishly offered their entire time and services to the government and the rank and file of the trade have calmly submitted to many restrictions not intended by the law and not necessary to the attainment of the purposes of the law.

Many rules and requirements have been hastily issued, without due consideration to the wording of the law and the President's Proclamation, but as a rule the grain dealers have submitted to these unreasonable requirements without grumbling and without protest. They expressed their willingness to do their part to help win the war and many have stated that if they can break even they will be perfectly satisfied.

While few grain dealers of large experience have recognized or admitted the

necessity for government control of domestic grain trade in any form, yet all seem willing to co-operate in the plan outlined by the Food Administrator without question as to the practicability of his scheme. That the cost of getting grain from producers to consumers will be greatly increased is clearly apparent to every student of grain trade economics, yet wheat dealers who have spent a lifetime in building up a business, do not hesitate to kiss it goodbye in the hope of the harmonious promotion of the general plan for food administration.

While it is not admitted that the great sacrifices being made by grain merchants over the land is at all necessary to the economical marketing of wheat and rye, yet all have shown a willing disposition to help support the Food Administrator's plan of marketing and all seem to be working harmoniously to its successful culmination.

Only Wheat and Rye Handling Elevators Need Licenses.

Believing that the President's Proclamation on licensing elevators, which was published on page 302 of the Journal for Aug. 25th, meant exactly what it said, we published a statement in our editorial pages last number to the effect that no license would be required of elevator operators or warehousemen, who do not handle wheat or rye.

As soon as the Journal for that number was in circulation we began to be bombarded with inquiries from all sections as to our authority for this statement. Upon presenting the matter to different agents of the Food Administration Grain Corporation, we learned that altho their managers had not heard of the President's Proclamation, they had sent out letters insisting that all elevators should take out a license, so we took the matter up with the authorities at Washington and have this day received the following reply, which must be accepted as final:

UNITED STATES FOOD ADMINISTRATION.

Washington, Sept. 8, 1917.

The Grain Dealers Journal,
Chicago, Ill.

Gentlemen:

The Proclamation of August 14 limits the licensing of elevators to those handling wheat and rye, and does not include elevators handling only corn, oats, barley, millet, flax seed, etc.

Mr. Barnes in sending his telegram had in mind the fact that many elevators, while handling corn, oats, barley, etc., as their principal grains, at the same time handle a little wheat or rye, and intended to convey the idea that those elevators which contemplated handling any wheat or rye in the future would have to have licenses in order to do so.

You may inform those elevator operators who handle only grains other than wheat and rye, that they are not subject to license at the present time, and that if in the future it is deemed necessary to extend the license provision to them a proclamation expressly covering them will be issued.

We regret that this misunderstanding occurred, and trust that this will sufficiently clear the situation.—Yours very truly,
United States Food Administration, Law
Department License Division. By W. B. Owens, Washington, D. C.

The government has no desire to interfere with the business of grain dealers who do not handle wheat or rye, and there will be nothing gained by merchants dealing in other kinds of grain applying for a license. It will simply encumber the records of the Grain Corporation with useless information and put the handlers of corn, oats, barley and flax to a lot of work without benefitting anyone.

H. L. Cars Will Be Under Suspicion.

The amendments to the Federal Grading Rules published elsewhere in this number, which relate to heavily loaded cars, are the direct outgrowth of an attempt on the part of the railroad companies and some misguided commercial organizations, to encourage the loading of all cars to the roof. While such loading may be practicable and economical so far as relates to light weight or package freight, it surely cannot be commended for heavy grain.

The railroads within C. F. A. territory have within the past year recognized that the loading of box cars to without three feet of the roof would give every car the maximum load which it could safely transport, and they have been content to establish rules recognizing such a load as a full carload and entitled to the carload rate of freight.

The enemies of waste have conducted a vigorous campaign against box cars being pulled over the line with even three feet of empty space, and in their enthusiasm have overlooked the fact that few box cars can be loaded nearer to the roof without greatly increased prospect of its springing a leak. All freight handlers are daily implored to "Speed Up" and in speeding up the transportation of box cars heavily laden with grain they cause many to leak which were previously carrying their load without waste. The nearer the load of heavy grain approaches the roof, the greater will be the danger of the car bursting when roughly handled. It is another case of where haste is sure to make waste.

Shippers will serve the best interests of the country and insure the minimum waste of grain, if they will refuse to load cars above the three-foot line. However, the Bureau of Markets, recognizing that some grain shippers may make it a common practice to overload cars, a way has been provided whereby they can obtain an inspection certificate based on what the deputy inspector can sample. In other words the department has seen fit to amend the inspection rules so as not to discourage overloading by those who are willing to take the chance. Shippers who are anxious to avoid the delay of their grain in terminal markets for resampling and reinspection will not load any car so full that the sampler cannot obtain a fair average sample of the car's contents without unloading the car. Cooper cars carefully and load them with what they can reasonably be expected to deliver.

The man who wins is an average man,
Not built on any peculiar plan,
Not blest with any peculiar luck—
Just steady and earnest and full of pluck.

For the man who wins is the man who
works,
Who neither labor nor trouble shirks;
Who uses his hands, his head, his eyes—
The man who wins is the man who tries.

—Royal Monthly.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Who Will Stand the Loss?

Grain Dealers Journal: If the Food Administrator buys all the wheat and stores much of it until next spring, will its selling price to millers and the Allies include the cost of storage, interest, commission and insurance, and cover the loss by shrinkage and deterioration? Who will bear the cost of carrying the wheat?

—Small Miller.

Registering Brands?

Grain Dealers Journal: We are installing a meal mill and would like to know what steps to take in registering the brands of our meal. We expect to sell the meal in several different states and would like to know if we have to register in each state?—Jameson Elevator Co., South Coffeyville, Okla.

Ans.: Registration must be made in each state, usually with the State Board of Agriculture, the requirements as to fees and tagging varying in different states; but 18 states have the uniform law, like that recently going into effect in Missouri. In Missouri application for registration must be on the special form of blank furnished on request addressed to Jewell Mayes, sec'y. State Board of Agriculture, Columbia, Mo.

Calendar Days in Time of Shipment.

Grain Dealers Journal: We have had a little controversy in regard to a contract with another member of the Grain Dealers National Ass'n and we would like to have the benefit of the Journal's opinion.

On the 16th of August we sold to a miller in the Southwest three cars of wheat bran for immediate shipment. Two cars were shipped from the mill on the 18th, the third car on the 20th of the month.

According to our interpretation of Trade Rules, immediate is three days from the date of sale, Sundays and legal holidays not included.

The purchaser has refused to accept the third car on contract, claiming that it was not shipped within contract time. They are of the opinion that it would have been necessary to have made shipment on Sunday, the 19th, in order to comply with the contract. Please let us have interpretation of "immediate" and if Sundays and legal holidays are to be considered also on date of sale.—The Red Star Milling Co., Wichita, Kan.

Ans.: The other party to this transaction is in the right, as the rules of the

Ass'n include calendar days, meaning Sundays and holidays, as in the following excerpt:

Rule 5. Time of shipment or delivery: * * * Any given number of days shall mean calendar days, excluding date of sale, in which to load and ship grain to apply on a sale for shipment.

When the words immediate, quick and prompt are used the following meanings shall be implied: Immediate, three days; Quick, five days, and Prompt, ten days.

Will Corn Mature? Oats Holding?

Grain Dealers Journal: How is the corn crop? Will it mature before the frost gets it?

Do the farmers intend to hold their oats; or is the crop so big that they will have to dispose of it?—A. H. Clark & Son, Lebanon Springs, N. Y.

Ans.: In the southern part of the corn belt the crop is already safe from frost; and in the northern part the greater portion will require all of September to mature. Temperatures have been low, but so far no corn has been killed.

Several years ago one crop of corn was late in maturing and great fears were entertained that frost would catch it; but the weather continued warm in the late fall and the crop ripened, which may be the case this year.

Farmers are not holding their oats. Last week's receipts at the 11 leading primary markets were 9,568,000 bus.; against 8,869,000 bus. a year ago. The visible supply of oats was 5,285,000 bus. Aug. 25, 7,277,000 Sept. 1, and 8,967,000 bus. on Sept. 8.

Relief Needed from Mill Control of Prices.

Grain Dealers Journal: In the southwest the country elevator men are suffering from competition of the millers who have elevators over the whole territory. These millers bid country shippers \$2.07 net track and are making a price of \$2.02 for No. 1 red winter, under the Government price regulations. This leaves a margin of only 5 cents per bushel to cover the cost of operating an elevator, which does not leave sufficient profit, as it costs over 3 cents per bushel to run an elevator.

The big miller is protected and the miller of less than 100 barrels capacity is a free lance not required to take out a license, but who looked after the interests of the country wheat shipper? What can be done now to enable the interior dealer to handle wheat on a living margin?—C. M. Warner.

Anti-Discrimination Law?

Grain Dealers Journal: There is a law in Nebraska that prohibits a line house from paying up at one station and low at another station in order to stop competition. Has this law been tried out and what was the outcome of the case? Here at my station my competitor is paying just freight off of the terminal market, while at some stations on another road he is buying on a big margin and it makes it mean.—John R. Sackett.

Ans.: Inferentially it is unlawful to pay different prices at different stations, but the illegality does not consist of the price difference, but the purpose to put a competitor out of business, hence the prosecutions started in various states for violation of these laws have failed.

The Supreme Court of Montana on July 6, 1916, held the Rocky Mountain Elevator Co. not guilty of a violation of the anti-discrimination law by paying \$1.11 at one station and \$1.26 at another. The court said: "It is only when the discriminatory rate is paid intentionally for the purpose of stifling existent competition or preventing a new competitor from entering the same commercial field that the act of pay-

ing the higher price is denounced as a crime."

Does Size of Device Affect Patent?

Grain Dealers Journal: We have the Journal of Aug. 25, and notice what is said on pages 316 and 317. There is one question that I would like to ask Mr. Reed of Oxford, Mich., in regard to the relief chamber which he recommends. Whereabouts in the size of the elevator leg does Hall's patent begin to apply? It seems to us that a man would have a right to build any size elevator leg that he desired, without infringing on anybody's patent. White Star Co., Wichita, Kan.

Waste in Car Service.

Grain Dealers Journal: In the Journal of July 25, 1917, a statement is made that figures on thousands of cars show an annual waste of ninety-three per cent car service. We shall be glad to know if the figures referred to are available for further study and from what sources these figures were obtained.—Patriotic Education Society, Inc., Washington, D. C.

Ans.: These figures were compiled by W. H. Chandler, manager of the Transportation Bureau of the Boston Chamber of Commerce. He says that the records of 694 cars received in New England show that the average time of these cars from western points to destination was 34.7 days. One car came thru in six days, and one was in transit 95 days. The average time from Peoria was 48.2 days; from other Illinois points, 44 days; from Milwaukee, 50 days; from Mississippi River crossings, 64.9 days; from Minneapolis, 57.5 days.

Do Corn and Oats Elevators Require Licenses?

Grain Dealers Journal: In your last issue we noticed a paragraph to the effect that country shippers not engaged in the shipment of wheat and rye are not governed by the food control department rules and regulations requiring the licensing of elevators. We would thank you to give us your authority for this information, as we wrote Horace Jackson recently and had a letter from him advising that this was required. We have misplaced the letter, but we think we are correct in the statement.

We also received from the government copies of reports to be filed on receipt and shipment of wheat and rye and were informed these must be filled out weekly even by elevators that are not handling either of these grains. This seems foolish and unnecessary and encumbers the records of the department, but of course if required to do so we will cheerfully conform to the order.—Central Mill & Elevator Co., Bloomington, Ill.

Grain Dealers Journal: In the Journal Aug. 25, page 293, it says "No license under President Wilson's proclamation is required of elevator operators who do not handle wheat or rye."

We have a letter quoting Julius H. Barnes that "All elevators should have a license"; also a letter to us from Howard Jackson that all elevators must take out a license, including those handling corn and oats.

Who is correct?—E. H. Tiedeman, Fonda, Ia.

Ans.: President Wilson plainly stated five different times in his proclamation (See page 302 of Journal for Aug. 25.) that licenses would be required of elevators handling wheat or rye. Therefore any other elevators are not required to take out a license.

For the benefit of dealers who do not

wish to be bothered with the red tape of accounting not required by the law or the President we are glad to say that the interpretation of the law given in the Journal has been fully concurred in since by the legal department of the food administration, in a letter published elsewhere in this number of the Journal.

In this connection it is well to bear in mind that employees of the food administration are bound strictly by the law; and no one who suffers loss by complying voluntarily with an unlawful ruling can have any recourse against the government.

The President has no desire to burden the trade with troublesome regulations. The ideas emanating from the food administration are suggestive merely and every grain dealer who feels that the interests of the people in this war will be advanced thereby should co-operate with the food administration in every detail.

Corn and oats elevators not handling wheat or rye need no license.

Coming Conventions.

Sept. 11.—Grain Merchants and Millers, under auspices of Topeka Board of Trade at Topeka, Kan.

Sept. 18.—Hearing on natural shrinkage before examiner of Interstate Commerce Commission at Chicago.

Sept. 24, 25, 26.—Grain Dealers National Ass'n at Buffalo, N. Y.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

M. P. 38935 passed thru North Creek, O., Sept. 7, leaking white oats at side of car. Train stopped and I repaired car and stopped leak.—C. C. Schafer.

St. L. & S. F. 121825 was leaking oats at Lyons, Neb., Sept. 6.—A. F. Hein, mgr., Farmers Co-operative Grain Co.

C. & N. W. 69100 passed thru Bishop, Ill., Sept. 6, northbound on C. P. & St. L. Ry., leaking wheat at corner of car. No chance to repair.—John H. Bishop.

N. Y. C. & St. L. 18322 passed thru Schumm, O., on T. St. L. & W. Ry. Sept. 1 leaking oats at center of door. Train did not stop, so could not repair.—E. H. Schumm, mgr., Behymer Bros. Elvtr.

G. H. & S. A. 38413, eastbound thru Walnut Grove, Minn., Aug. 31, leaking durum wheat at end. Train men made some repairs.—Commander Elvtr. Co.

C. B. & Q. 113278 came into Cedar Rapids, Ia., on Rock Island train Aug. 30, leaking oats.—King-Wilder Grain Co.

C. B. & Q. 132331 was set out at Unionville Center, O., Aug. 24, with a hot box. Car was leaking oats very badly at door. I opened door and 7 or 8 bus. ran out on the ground. One board in the grain door was not nailed and had slipped back about 2 feet. I put it in its place, nailed it, and scooped what oats I could back into the car. Some were lost because of dirt.—H. Hall.

Eleven cars loaded with wheat and oats were so badly wrecked at Wooddale, Ill., a suburb of Chicago, on Aug. 19, that the C., M. & St. P. loaded the spilled grain into other cars and consigned them to its own claim department.

C. & N. W. 6252, loaded with shelled corn, set out at Nevada, Ia., early this morning (Aug. 18) by eastbound thru freight account leak at door. Eastbound local freight No. 43 went in on siding, picked up the car, and as we write it is being carried while they are switching and leaking all the time.—Frazier & Son.

P. R. R. 65638 passed thru Tremont City, O., southbound on D. T. & I. Aug. 11 leaking wheat badly at center of door. Train moving slowly when leak was noticed. Called the trainmen's attention to leak. Car appeared to have been poorly coopered.—Omer Snyder.



Will Miss \$2.20 Be Able to Bring Down the Wheat Holding Farmer?

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Profits Not Expected.

Grain Dealers Journal: We hope that the mere fact that the government has taken over the handling of wheat and rye will not be as bad as it seems. It will still give us a chance to handle corn and oats. We will be very glad if we pay expenses until the expiration of the war. Personally we have no other desire than to break even. We think this is a time that every one should put their shoulder to the wheel and help to carry his basket of chips.—S. H. Miller Grain Co., Kansas City, Mo.

Shipper Should Check A/S.

Grain Dealers Journal: Having had occasion to examine accounts of sale which are in the files of several grain dealers I have been surprised to find that, almost without exception, these documents do not show upon their face that any attempt has been made to verify the various amounts or to prepare a record which will show at a later time that the returns were known to be correct, or otherwise, at the time they were received.

In selling grain the dealer naturally chooses the buyer (or com'isn man) in whose ability and integrity he has every confidence, and it is not to be expected that any attempt will be made to juggle the figures upon the account of sale; but even absolute honesty will not preclude the possibility of error and the simple fact that mistakes have been made in rendering returns on shipments is proof that other mistakes will be made.

Generally speaking the receivers who do a large volume of business are careful to require the checking of every account sale, but it is just as necessary that that the shipper do it; and when it is once done it should be so indicated that a glance will show the fact and who did the work.

The checking should be thoro, every figure being compared with its source, and every arithmetical calculation being gone over to prove its correctness. Freight bills should be examined as to weight, rate and extension. It is not possible for the shipper to know from the weight shown upon the freight bill and account of sale that the shipment has been correctly weighed, but he can know that the number of pounds given in the weigh-master's certificate is used in making up the other documents; yet it is a fact that many shippers do not even insist upon having inspection certificate, weight certificate and car condition report. They pay for these documents and should get them.

The person who examines each document should indicate by placing at each entry a mark, preferably with red ink, that will show to all who come later that he has approved that entry. His name or initials, placed upon the A/S, will further enlighten an investigator by identifying the checker.

This is a more or less unimportant matter, and the errors which are discovered may be few in number, but it is the little things that count. The dealer who examines every document that comes to him will find the habit of doing things thoroly will extend to other portions of his business and both he and his business will profit from it.—Frank Morton.

Takes Exception to the Price of Wheat.

Grain Dealers Journal: I understand the Fair Price Com'te has set a price of \$2.20 Chicago. I wonder if the government realizes what it is doing. From the crop prospects and the cost of putting grain in this year, that price is really too low. The best we could afford to pay would be about \$1.81 for No. 2 spring and \$1.76 for No. 2 winter.

One farmer had in about 130 acres. I saw the threshing rig pull up to his stacks. From the time he pulled up until the time he was pulling away was just one hour and twenty minutes and he threshed 195 bushels. What do you think of a \$2.20 price on a 195 bus. crop off of 130 acres? Nearly all the fields are turning out 1 to 3 bushels. Some fields may yield heavier.

I was talking to our implement dealer yesterday and he stated that to lay a grain drill in Barber would cost him about \$168 for fall delivery. Seed wheat last spring was in the neighborhood of \$3 and twine has been from 17 to 23 cents per pound. For the life of me I cannot see any fairness in this \$2.20 price.—Yours resp., W. A. Clark, Barber, Mont.

Changes in Rules for Mixed and Treated Wheats.

Editor, Grain Dealers Journal: Since the putting into effect of standards for winter wheats on July 1 and for spring wheats on August 1, as set forth in Service and Regulatory Announcements No. 22 of this Bureau, some question has arisen with reference to the grading of "Mixed wheat" and "Treated wheat." The desirability of amending the standards with reference to these two classes is suggested, and the Department is considering the following changes:

Strike out all of the matter in section 21 (page 28) following "Grades for mixed wheat.—", and, in lieu thereof, insert the following:

"Mixed wheat shall be graded according to each of the grade requirements common to all of the sub-classes of the class of wheat which predominates over each other class in the mixture, except that (1) all of the requirements in any sub-class as to the maximum percentage of wheat of other classes and sub-classes shall be disregarded, (2) when the predominating class is Soft Red Winter the test weights per bushel shall be those which are common to the sub-classes Red Winter and Soft Red only, and (3) mixed wheat containing garlic or wild onion bulbets, or which has an unmistakable odor of garlic or wild onions, shall be graded as sample grade. The grade designation of mixed wheat shall include, successively, in the order named, the number of the grade or the words "Sample Grade," as the case may be, the word "Mixed," and, in the order of its predominance, the name and approximate percentage of each class which constitutes ten per centum or more of the mixture.

Strike out all of the matter in section 8 (page 6) following "Treated wheat —", and, in lieu thereof, insert the following.

"Treated wheat shall be wheat of which more than ten per centum has been scoured, limed, washed, or treated in any similar manner."

We would be glad to have comments as to the necessity of such amendment

to the official standards of wheat. It is possible that other changes in the official standards may suggest themselves, and we would be glad to have the benefit of different views if such is the case. In order that all suggestions may receive careful consideration, it is requested that communications be as concise as possible, and that same reach the Department not later than September 20. Very truly yours, Charles J. Brand, Chief Bureau of Markets, Washington, D. C.

Country Shipper Left Out in the Cold.

Grain Dealers Journal: It looks as though the new wheat regulations have left the country grain shipper out in the cold. The miller and the terminal commission merchant have been taken care of, but the country shipper is up against it.

The mills in this part of Kansas are offering the country shippers Kansas City price, less freight and commission, which amounts to \$2.07 net track for No. 1 red winter. The same mills are offering \$2.02 at their own stations, which leaves the country elevator a gross profit of but 5c. We can not do business on it. One mill which is a competitor of ours is paying \$2 for No. 2.

Practically all of the soft wheat flour from this section moves south, and many points of consumption have as low freight rates from here as from Kansas City. The millers have that 8 cents per bushel profit to add to their grinding profit. They can give the farmer part of this and eliminate the country shipper entirely.

It would not solve the problem to declare our wheat worth practically Kansas City price, as there are times in the year when the surplus must be sold in Kansas City.

The 5 cents per bushel which the mills allow us is but 2½ per cent profit, and we simply can not do business on it. The commission man gets 2% net with practically no investment. Unless there is some better arrangement for the country elevator man, we must discontinue buying wheat.—Kansas Shipper.

The Bureau's Non-Chokable Boot.

Grain Dealers Journal: It is a great surprise that the Mutual Fire Prevention Bureau should recommend what it does in its blue print No. 274. As from an operator's viewpoint neither of these two, so-called, "inventions" possess any great merit.

So far as the turn-head is concerned it is needless for me to go into the details of same as that is done very extensively on pages 315-317 of the Journal for Aug. 25th. The one objection to the distributor, that it does not overflow until the turn-head and spout is full of grain, is enough to keep anyone from buying it. No one cares to mix two or three bushels of grain every time a bin runs full, and that cannot be avoided with that "invention."

Much has been written about the non-chokable boot. The main talking point is that the elevator buckets are full at all times and, that the elevator will never operate on half load, consequently the efficiency will be greatly increased. For anyone who is thinking of installing a new boot that sounds very good, if he does not take the second thought or look into the matter deeper he will install and think he gets what is claimed.

The fact of the matter is the elevator buckets cannot be run full on all kinds of

grain and do it economically. I think the following will prove to the reader that this statement is correct. Suppose you have a certain size elevator and an engine or motor of the proper size so that if the buckets are filled with wheat it will make the right kind of a load for said engine or motor. This would be economy all right, as all engine builders will tell you that an engine should work under the load it is built for, but, after you have elevated that wheat and you undertake to elevate a carload of oats, how about your "full buckets at all times"?

If wheat, weighing 60 lbs. per bu., makes the right kind of a load, how about the oats that only weighs 32 lbs. per bu.? You would simply have to elevate that carload of oats with your engine under half load because the buckets are too small. On the other hand if you install the right size buckets to handle oats and have a full load on the engine what will be the result when the "non-chokable" boot fills them with wheat?—Elevator Manager.

Defects of Poorly Constructed Elevator.

Grain Dealers Journal: I had considerable trouble getting this elevator into shape to take in grain. It is really a shame the way some of these construction companies put up elevators out in the country for the farmers elevator companies. We have an elevator built in 1914 which has no boot pan in it. As we are on the same level as the Mussell-shell river every spring we are troubled with water. This spring the water was up and our whole basement boot and engine room was full of water, we had three feet of water around our engine, covering the base of the engine.

We have four overhead bins from which grain must be run onto the floor and then shoveled in the spout going into the back leg. We have no back pit in this house and when we clean grain we have to elevate it at the same time, which is a rather difficult proposition when one only has a three year old 9 H.P. engine.

We have an attached office with the engine room below and a little to one side. One can throw a cat thru engine room walls any place. Imagine one trying to start an engine in the winter in such a place.

We also have six side bins that it is impossible to get in them on account of the rafters for the first pitch laying on top of these bins leaving only the four inch of the rafter.

The overhead room on the working floor is only nine feet and with a large size cleaner on the working floor we have a great deal of trouble spouting to it.

We have only a twelve-foot driveway and used to have a Savage & Love dump installed on the front end until I put in an oil dump, which gives us more room. There are numerous other things wrong with this elevator, and it's really a shame to let such an elevator be put up. Mr. Fitzgerald was in here a few weeks ago and he said for a comparatively new house it was in awful shape.

For fire protection I have water pails all over the house filled with sand which I sifted. This prevents one from using the pails. I know I used the pails for other purposes and I suppose every other elevator operator did the same. I have also put a pail of sand in the engine room as you know one pail of sand is worth all the water you can put on a gasoline fire.—Yours resp., W. A. Clark, mgr., Barber, Mont.

Objects to Bureau's Leg Requirements.

Grain Dealers Journal: I note in your Aug. 25th number the article covering "Non-Chokable Leg." This seems to be an advertisement for a patented article and the writer would like very much to know *why* you will publish such things, especially when it is such rot. This article is unsigned, but the Mutual Fire Prevention Bureau seems to be the father of it. Why is it that some "bright intellect" generally concludes that the reason an elevator leg chokes is because a bin fills, the grain backs up the spout and flows down the return leg? They do not seem to understand that this is one case in a large number, of elevator leg choking.

There is *no* such thing as a non-chokable boot. If the power transmission is stopped when these cups are full of grain, there is going to be a choke-up. What has the boot to do with this?

If parts from farm machinery are dumped into the pit and caught in the leg by the cups and stop the belt, and the drive belt is torn off from the transmission, there is going to be a choke-up.

You know the signalling devices that have been put out, widely advertised and recommended to denote the filling of bins, they have all died a natural death. We have placed a large number of Hall Distributors. We do not use these because of the overflow device, but because it is a good distributor.

You certainly must give the manager of a grain elevator the credit of knowing something about the business. I have no record of such managers getting in the habit of letting a bin fill and grain back up the distributing spout and fill the elevator leg. It is business, of course, for a patentee of some article to try to compel the contractor or someone to specialize

their make of goods. In fact some contractors seem to make it a practice to cover such articles with their specifications. We have always looked upon this exactly in the light that it is intended, viz., to compel contractors to use this patented article and usually a perfectly worthless thing, at a high price for the per cent that is paid them. There has been no law passed to compel the contractors to use these many "Jokes," we are thankful to note.—Yours truly, Younglove Construction Co., By J. F. Younglove, Sioux City, Ia.

An "Improved Leg."

Grain Dealers Journal: In the Journal for Aug. 25th I notice a timely discussion of elevator legs. I wish to submit the enclosed drawing. I agree with others that the leg recommended by the Fire Prevention Bureau is not altogether practical.

There seem to be three weak points in its construction, viz.: The turn head, the idler and the enlargement at the boot.

In making an installation of this kind I would use a Hall Signaling Distributor, or some similar device, for the final distribution. With this plan there is no grain left in the distributor spout to be mixed or thrown into the wrong bin.

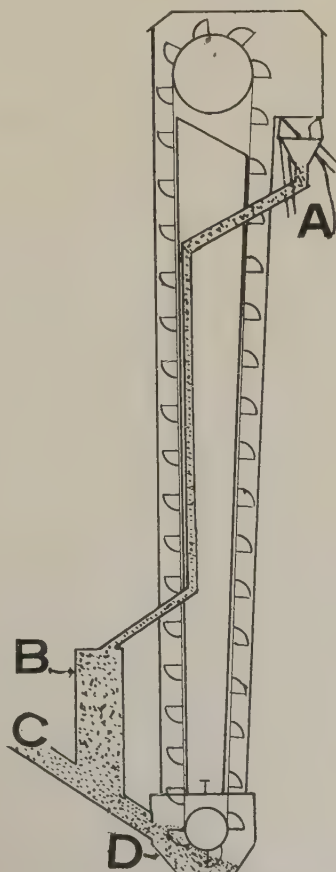
In the Improved Leg.—A is Distributing device. In this device it is only necessary to leave sufficient space between the turn head spout and the bin spout to carry the flow, the overflow being hopped to centre, where is taken care of by the overflow spout leading to basement.

Gravity or the force of the flow will carry the grain over the intervening space till the bin becomes full, when it will flow into the hopper and to basement. B is overflow bin corresponding to enlarged leg and answering the same purpose. The overflow bin must be built high enough and open to the spout its entire width on the bottom that the vertical pressure may be greater than the lateral pressure in the supply spout C.

The opening into the boot D is set at a predetermined space, so that the cups will not be overloaded at any time, and securely fastened. With this arrangement only a specified amount of grain is admitted to the boot. It can not be increased under any condition and the leg will continue to operate indefinitely with the bin full and overflowing, without any increase in power consumed.

The idler is an unnecessary evil, as long practice has proven. The enlarged leg at the boot, while performing the work intended, puts so much more strain on the belt that, in case of slack belt, would cause same to stick. Or, if the power employed were only sufficient to perform the ordinary work, as it often is, the engine is liable to stall and the bad language resulting from the large amount of grain to be removed from the boot would be something awful. To overcome these faults I am submitting the enclosed drawing. If you don't think it will work, try it.

You have a good discussion started; keep it going as by each one airing his views we may all get better ideas and can do better work with less worry.—Yours for better service, C. W. Jackson, Geary, Okla.



An "Improved" Leg.

ARGENTINE CORN has been sold at New York at \$1.60 for shipment by Sept. 12.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Brandon, Colo., Sept. 1.—Corn fair; beans good; acreage limited.—Brandon Mill & Elevator Co.

Bovina, Colo., Aug. 27.—Lots of grain will be shipped from here this fall.—The Star Farmers Co-operative Union Co., by E. G. Heimbach.

Denver, Colo., Aug. 27.—Quality of our wheat is the best I have ever seen. I look for a large increase in winter wheat acreage this fall.—T. D. Phelps.

Steamboat Springs, Colo., Sept. 7.—About 15% of fall wheat was plowed up, equal portions of the ground being planted to oats and barley. Wheat crop is good; yield better than average, and production about normal. Harvest just beginning, and all reports say wheat never filled better.—Steamboat Mfg. & Power Co.

Sterling, Colo., Sept. 6.—Acreage of wheat and oats increased about 25% over last year. Wheat yielding about the same, and oats about 50% better. Grain all harvested, but little threshed. Very dry and conditions not favorable for plowing, but large acreage going into wheat, much of it on poorly prepared land.—Haley-Harris Co.

IDAHO.

Kimberly, Ida., Sept. 7.—Threshing is in full blast. Wheat averaging 45 to 50 bus. per acre; damaged some by hot weather in early July. Oats and barley grown for local feed purposes only.—H. W. Munch.

ILLINOIS.

McLean, Ill., Aug. 27.—Prospects good for handling biggest crop ever grown here.—U. N. Hieronymus, mgr. Hill Grain Co.

Springfield, Ill., Sept. 5.—Warmer weather is needed to mature corn crop. Plowing for wheat continues. Oats are not all threshed.—Clarence J. Root, director, U. S. Dep't of Agriculture.

Oakland, Ill., Aug. 29.—Oats crop was large. Corn looks good, and if frost stays away long enough there will be a bumper crop. Acreage of winter wheat will be large. Having fine rains, which will help fall plowing.—Brocton Elevator Co.

McLean, Ill., Sept. 8.—Threshing will be completed in a few days. About 25% more oats than estimated at harvest time. Wheat acreage will be increased, and preparations have already begun.—U. N. Hieronymus, agt., Hill Grain Co.

Springfield, Ill., Aug. 28.—A report issued by the State Dep't of Agriculture shows the acreage of corn to be 9,725,133, with its condition 88% of normal. Yield of winter wheat estimated as 22,256,861 bus., averaging 18 bus. to the acre for the state. Acreage of oats, 5,268,713, with average of 42 bus. to the acre, making total yield 239,587,886 bus.

INDIANA.

Crawfordsville, Ind., Sept. 4.—Recent rains have broken drouth here, which lasted for 60 days; will help late corn and make ground fine for sowing wheat; will have an average corn crop if frost stays off for 4 weeks.—A. W. Walls.

IOWA.

Minburn, Ia., Sept. 4.—Corn prospect good. Not much wheat will be planted, on account of the high price of seed.—John Crawford.

Pocahontas, Ia., Sept. 6.—Corn will need this month to mature; many fields are in roasting ears at present. Oat threshing all done.—P. D. Richards.

Yetter, Ia., Sept. 6.—No wheat grown in this locality. Corn looks like it may make 50% of a crop if the frost holds off until Oct. 1.—Farmers Grain Co.

Des Moines, Ia., Sept. 4.—The week was cool, the nights being especially cool and traces of frost showing on low ground 2 mornings. Moderate to heavy showers occurred in nearly all districts the last day of week. Corn absolutely needs dry, warm, sunshiny weather to mature the crop before the average date of first killing frost. Average condition of corn 84%, compared with 83% the same date last year. The condition would be excellent were it not for the fact that the crop is so late. Correspondents estimated Sept. 1 that with normal weather about 37% of the crop will be safe from frost on Sept. 20; 59% on Sept. 30; 87% on Oct. 15, and at least 5% will not be mature on Oct. 31.—Geo. M. Chappel, director, U. S. Dep't of Agriculture.

KANSAS.

Liberal, Kan., Sept. 7.—Kafir and maize crops will be large, providing early frost does not keep them from maturing.—F. M. Lydick, mgr., Equity Exchange Ass'n.

Wichita, Kan., Aug. 30.—Have had heavy rains thruout the state, and with favorable weather there will be a large crop of cane and kafir. These rains have benefited late corn.—The Red Star Milling Co.

Topeka, Kan., Aug. 29.—It is estimated that the yield of corn for the state will be approximately 110,000,000 bus., or slightly less than 12 bus. per acre on the 9,207,000 acres planted. Abundant rains during August have materially improved conditions, except in a few north-central and northwestern counties. More than half the plowing for fall crops has been done, and abundant moisture over the state assures nearly ideal seed beds for autumn sowings.—J. C. Mohler, sec'y State Board of Agriculture.

MICHIGAN.

Lansing, Mich., Sept. 6.—Average estimated yield of wheat in the state is 17.84 bus. per acre, and quality is 92% as compared with an average, while 2,557,014 bus. had been threshed Aug. 15. Oats yield is estimated at 37.95 bus. per acre, quality 96% of average, and 1,307,759 bus. had been threshed Aug. 15. Rye yield estimated at 15.54 bus. per acre, and 741,809 bus. had been threshed Aug. 15. Condition of corn is 69% of an average, which is the same as last year. Probable yield of beans compared with an average is 74%.—Coleman C. Vaughan, sec'y of state.

MINNESOTA.

Minneapolis, Minn., Sept. 5.—Threshing in central and western North Dakota slow, but weather very favorable. Considerable fall plowing done in Minnesota, North and South Dakota, but soil too dry for germination of winter rye. Threshing returns very satisfactory. A considerable percentage of wheat is heavy and of fine quality, but it contains a sprinkling of foreign matter. Flax samples from North Dakota show conditions extremely spotted and in places where the crop gave fair promise there is little seed in the bolls.—The Van Dusen Harrington Co.

MISSOURI.

Columbia, Mo., Sept. 1.—Corn improved in August, except in spots. Condition is 84.4%, with prospective yield of 35 bus. per acre, and estimated production of 280,000,000 bus. Wheat, not all threshed, indicates yield of 14.8 bus. per acre, and a total of 22,777,000 bus. Wheat planting outlook is 128% of this year's harvesting, or about 1,969,920 acres. Oats yield 38 bus. per acre, total production being 42,404,960 bus. Rye yield 14 bus. per acre, totalling 157,000 bus.—Jewell Mayes, sec'y, State Board of Agriculture.

MONTANA.

Riebeling, Mont., Aug. 28.—Crops are light, but of good quality.—G. W. Shreeves, agt. Rocky Mountain Elevator Co.

Roberts, Mont., Aug. 27.—Several threshing machines are working in this territory.—G. B. Ladd, mgr., Treasure State Grain & Seed Co.

East Helena, Mont., Aug. 28.—Crops will be reduced about 50% from last year's yield, but quality will be fair.—J. S. Broberg, agt., Montana Central Elevator Co.

Medicine Lake, Mont., Sept. 4.—Crops not turning out as good as expected, wheat yielding from 3 to 8 bus. to the acre.—A. L. Tennis, mgr., Farmers Elevator Co.

Cordova sta. (Plummerton p. o.), Mont., Aug. 27.—Acreage of wheat was increased 30%, but 10% was plowed up or too short to cut. Oats same as last year. Wheat yielding 5 to 12 bus. to the acre. Large acreage of winter wheat will be sown.—G. B. Plummerton, agt., Rocky Mountain Elevator Co.

Barber, Mont., Sept. 25.—Crop prospects are very discouraging, to say the least. I believe we will hardly get a half crop. In some cases the wheat yield will not run better than 3 to 4 bus. to the acre. One party threshed out 109 bus. on 175 acres, another 25 bus. on 80 acres. Altho yield is low, quality is good. Farmers have shipped many of their cattle, due to lack of hay that could be cut for feed, as none was produced on account of excessively dry summer. I believe things will be critical before we get in another crop.—W. A. Clark.

NEBRASKA.

Tobias, Neb., Sept. 4.—No wheat in this locality. Oats good and corn prospect good.—H. G. Otto.

Milford, Neb., Sept. 4.—Wheat was all winter killed. Oats excellent and corn prospect fine.—A. T. Baldwin.

Doane, Neb., Sept. 3.—This station ships 15 cars of corn and 5 cars of wheat annually.—E. F. Harn, agt., Kellogg Grain Co.

Crete, Neb., Sept. 5.—Corn prospect favorable for good crop, but not all of it will be safe from frost by Oct. 1.—John Rothmuller.

Beaver Crossing, Neb., Sept. 5.—Some spring wheat grown here. Corn good, but 3 weeks late.—M. W. Spence, mgr., Farmers Grain Co.

Cedar Rapids, Neb., Sept. 3.—Wheat was winter killed, and to provide seed we have shipped in a car of choice wheat.—C. H. Eckery, mgr., Cedar Rapids Elevator Co.

Bartley, Neb., Sept. 4.—No corn will be shipped from this station this year; usually ship out 50,000 bus. corn and 150,000 bus. wheat.—J. H. Smith, mgr. Ed. E. Smith.

Rosalie, Neb., Sept. 5.—Oats crop was extra good both in yield and in quality. With good weather corn will be better than normal crop.—G. V. Patrick, mgr., Farmers Grain Co.

Peru, Neb.—About 15,000 bus. of wheat and 75,000 bus. of corn were shipped from this station last year. No oats were shipped, but about 10,000 bus. will be shipped this year.—Ed. Jorgensen, mgr., Peru Farmers Co-operative Grain Co.

Carroll, Neb., Sept. 4.—Shock threshing about done. Very little wheat. Oats averaging about 50 bus. to the acre. Corn looks like a bumper crop, but it needs not less than 2 weeks without frost to mature.—H. FitzSimmons, agt., J. J. Mullaney.

Giltner, Neb., Sept. 7.—Have had 3 inches of rain in the past week. Ground in excellent condition for wheat seeding, and this will encourage the planting of a larger acreage. Have plenty of seed wheat in this county.—Highland Grain Co.

Moorefield, Neb., Sept. 3.—Last year this station shipped about 200,000 bus. of grain, mostly wheat of excellent quality, but this year it will take about all we have for feed and seed. Crops suffered very much from dry weather during July.—James Pearson.

Upland, Neb., Sept. 4.—No wheat here this year. Some oats and barley, which is mostly used for feed. Outlook for corn is fair, and if early frost does not strike it the corn will be good. Ground very dry, and if we do not have rain soon the winter wheat acreage will be less than normal. There is enough of the 1916 wheat crop in this locality for seed, so it will not be necessary to ship in seed.—Thos. C. Lorenzen, mgr., Peoples Grain, Coal & L. S. Co.

NORTH DAKOTA.

Hamburg, N. D., Sept. 1.—Grain is pretty poor here this year.—E. A. Har-seim, mgr. H. C. Scheer & Son.

Benedict, N. D.—Wheat is averaging about 5 bus. per acre.—G. E. Yonker, mgr., Benedict Farmers Co-operative Elvtr. Co.

York, N. D., Sept. 7.—Wheat yielding about 6 bus. to the acre; quality good. Threshing not over. Little fall plowing done, and winter rye not yet planted.—R. H. Linn.

Pisek, N. D., Sept. 7.—Wheat crop was fair, considering dry weather. Flax is somewhat slow. Barley and oats will be needed for home use.—E. A. Schneider, mgr., Oscar Gilbertson & Co.

OKLAHOMA.

Oklahoma City, Okla., Sept. 1.—Corn condition gives prospect of 43% of a full crop. In western counties it is almost a failure, while the east side of the state shows up well. Kafir condition, 82%; milo, 80%, and sorghum, 83%. Wheat threshed out 10.3 bus. per acre for the state; oats, 27 bus. per acre. Estimate, based on these figures, shows 29,396,000 bus. of wheat and 25,872,000 bus. of oats produced this year. Condition of the soil as regards moisture, 80%. Last month it was 53%. All crops have been benefited by frequent rains the past month.—Frank M. Gault, pres., Oklahoma State Board of Agriculture.

TEXAS.

Abilene, Texas, Aug. 25.—Crops very short; about 10% of normal for wheat and no oats. Maize and kafir practically a failure.—C. S. Lee Grain & Elvtr. Co.

UTAH.

Salina, Utah, Aug. 24.—Wheat acreage increased 20%; condition 85%; production will be 90% of last year. Oats acreage 70% of last year; condition good. No corn.—Sevier Valley Merc. Co.

REPORTS come to me from all over Texas and Oklahoma that the farmers have absolutely quit selling wheat at present prices, and in a great many instances they are feeding the wheat to their hogs and other stock, and this may seriously affect our supply. It seems that one of two things must happen, the food administration will decide that it had better fix a higher price, or it will be forced to go out and commandeer wheat from the farmer.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n.

NOT VERY LONG AGO the Belgian Relief Com'n called upon a noted food laboratory chemist to test out barley as a substitute for wheat flour in bread making. Exhaustive analyses and tests, various proportions of barley flour being used with wheat flour, were made, and the laboratory experts finally agreed that "even a mixture of 95% wheat flour and 5% barley flour made a bread coarse and uneven grained, dark colored and of a flavor unsatisfactory to the taste of well fed Americans." Mixtures of larger proportions of barley flour with wheat flour produced bread "even more unsatisfactory." Therefore, the Belgian Relief Com'n became convinced that the use of barley as a wheat supplement was impracticable and the unsatisfactory quality of bread made from a mixture of these flours was an insuperable obstacle to its use.—A. K.

Government Crop Report.

Washington, D. C., Sept. 7.—The Crop Reporting Bureau of the Bureau of Crop Estimates makes the following estimates from reports of its correspondents and agents:

SPRING WHEAT.

State.	Forecast 1917.*		Final 1916.*
	Cond. Sept. 1.	From Sept. 1 to 10-yr. condition.	
Minn.	95	76	66,255
N. D.	53	69	61,011
S. D.	90	70	47,282
Wash.	64	82	20,563
U. S.	71.2	74.0	250,359

CORN.

Penn.	58	81	67,373	56,550
Va.	82	82	61,752	60,990
N. C.	86	83	65,393	53,650
Ga.	91	86	71,344	62,000
Ohio	83	80	162,273	115,762
Ind.	82	81	208,522	174,658
Ill.	89	77	444,843	306,800
Mich.	68	77	51,962	45,375
Wis.	72	80	56,739	60,840
Minn.	77	81	92,606	84,420
Iowa	82	78	411,656	366,825
Mo.	91	69	263,463	132,112
S. D.	74	80	84,351	84,075
Neb.	68	69	232,227	192,400
Kan.	10	56	121,097	69,500
Ky.	93	80	126,859	95,200
Tenn.	97	82	117,273	84,500
Ala.	93	82	89,014	46,688
Miss.	92	79	86,333	47,600
La.	72	82	42,246	44,814
Tex.	40	70	81,806	131,100
Okla.	30	56	36,261	53,325
Ark.	95	74	71,307	45,135
U. S.	76.7	75.2	3,247,512	2,583,241

OATS.

N. Y.	93	83	46,896	31,356
Penn.	96	85	41,345	35,030
Ohio	103	78	78,733	48,076
Ind.	103	74	76,859	52,500
Ill.	105	77	214,842	172,095
Mich.	100	80	62,600	42,690
Wis.	99	82	92,391	81,400
Minn.	93	78	128,329	88,112
Iowa	116	82	237,471	186,850
Mo.	110	71	54,397	32,250
N. D.	47	74	44,174	53,750
S. D.	91	74	65,656	56,425
Neb.	93	72	104,538	79,875
Kan.	78	67	56,656	36,425
Tex.	59	69	35,312	42,750
Okla.	66	60	28,327	15,080
Mont.	40	90	13,736	25,080
U. S.	90.4	77.8	1,533,332	1,251,992

BARLEY.

Wis.	93	84	19,857	18,200
Minn.	92	77	40,384	26,125
Iowa	100	84	9,470	3,702
N. D.	48	71	24,340	26,738
S. D.	89	74	23,393	18,728
Kan.	30	59	5,310	4,800
Colo.	88	87	5,914	5,120
Ida.	70	92	5,907	7,410
Wash.	67	89	5,012	6,814
Ore.	68	88	4,703	5,390
Cal.	91	84	37,561	33,320
U. S.	76.3	78.9	203,839	180,927

FLAXSEED.

Minn.	80	80	2,728	2,338
N. D.	43	76	4,560	8,137
S. D.	63	80	1,302	1,395
Mont.	35	83	1,772	3,088
U. S.	50.2	78.0	10,957	15,459

*In thousands of bushels (000 omitted).
Buckwheat condition Sept. 1 was 90.2, against 78.5 a year ago and a 10-year average of 83.4%. The yield is 21 bus., on 965,000 acres, or 20,200,000 bus., against 11,800,000 bus. last year and 16,500,000 for the 5-year average.

Rice condition on Sept. 1 was 78.4, against 91.2 last year and a 10-year average of 88%. The yield is 32.2 bus. per acre, against 47 bus. last year and 33.8 bus. for the 5-year average. Total production, 32,200,000 bus., against 40,700,000 last year and a 5-year average of 25,300,000 bus.

Kafir corn condition on Sept. 1 was 70.8, against 62.3 last year and a 10-year average of 77.6%. The yield is 21 bus., on 4,894,000 acres, or 103,000,000 bus., against 50,300,000 last year.

Rye shows a yield of 14.9 bus., on 3,772,000 acres or 56,000,000 bus., against 47,400,000 last year and a 5-year average of 41,400,000 bus.

Hay crop is 91,700,000 tons, against 110,000,000 tons last year.

Increasing Grain Yields.

In a report dated Aug. 31 P. S. Goodman, of Clement, Curtis & Co., estimates the production of spring wheat to be 249,000,000 bus., the indicated yield being 13.1 bus. per acre, and the crop exceeding that of last year by 91,000,000 bus. The total wheat crop of the country was 678,000,000 bus., or 38,000,000 bus. over last year, but below the ten-year average. A record oats crop was secured, the estimate placing it at 1,607,000,000 bus. Corn condition was reduced from 78.8 to 77.5 during the month, the loss being largely in the northwest, and further damage in Oklahoma and Texas. The condition and acreage, however, indicates a crop promise of 3,301,000,000, which is 750,000,000 bus. over that of last year. One-fifth of the acreage is susceptible to considerable damage from frost during the coming month, and another fifth from frost in the next two weeks. The situation is in some respects similar to the late crop of 1915, which was so badly hurt by killing frosts. September frosts have been rarities, the last was 1908, in 1899 and 1900 killing frosts were general over the belt in September, but the crop was fairly well developed and the damage was slight. The frosts in 1915 were unusually severe, occurring on Oct. 9, and cut heavily into the quality and quantity of the crop.

With the United States and Canada securing a total of 900,000,000 bus. of wheat, there is a fairly comfortable outlook for the supply of the allies with the important breadstuffs. Continuation of the same conservation and saving in wheaten bread as last year, will yield an exportable surplus from this country of 220,000,000 bus. and 150,000,000 in Canada.

Wheat Differentials.

The following are differentials between grades and classes of wheat and between the different primary markets of the United States as established by the United States Food Administration upon which the committee on prices based its recommendation of \$2.20 for No. 1 Northern Spring wheat at Chicago, or its equivalent:

Government Prices at Interior Primary Markets.

No. 1 Hard Winter, No. 1 Red Winter, basic grades, equivalent of No. 1 Northern Spring.

No. 1, Dark Hard Winter.....	\$2.24
No. 1, Hard Winter, basic.....	2.20
No. 1, Red Winter, basic.....	2.20
No. 1, Yellow Hard Winter.....	2.16
No. 1, Soft Red Winter.....	2.18
No. 1, Dark Northern Spring.....	2.24
No. 1, Northern Spring, basic.....	2.20
No. 1, Red Spring.....	2.18
No. 1, Humpback.....	2.10
No. 1, Amber Durum.....	2.24
No. 1, Durum, basic.....	2.20
No. 1, Red Durum.....	2.13
No. 1, Red Walla.....	2.13
No. 1, Hard White, basic.....	2.20
No. 1, Soft White.....	2.18
No. 1, White Club.....	2.16
No. 2 of grade, 3 cents less.	
No. 3 of grade, 6 cents less.	
No. 4 of grade, 10 cents less.	

Relative Market Basis.

Kansas City, 5 cents less.
Omaha, 5 cents less.
Duluth, 3 cents less.
Minneapolis, 3 cents less.
St. Louis, 2 cents less.
Chicago, basis.
New Orleans, basis.
Galveston, basis.
Buffalo, 5 cents more.
Baltimore, 9 cents more.
Philadelphia, 9 cents more.
New York, 10 cents more.

Our Callers

C. E. Nichols, Lowell, Ind.
E. P. Kreimendahl, Celina, O.
L. W. Gifford, Milwaukee, Wis.
George W. Adams, Bryant, Ind.
Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n, Indianapolis, Ind.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

COLORADO.

Denver, Colo., Aug. 27.—Grain business is quiet, awaiting the setting of the wheat price by the Food Control.—T. D. Phelps.

IOWA.

Yetter, Ia., Sept. 6.—About 2/3 of the oats crop remains in the farmers hands.—Farmers Grain Co.

Minburn, Ia., Sept. 4.—Farmers still have most of the oats crop and say they want 60c for it.—John Crawford.

Pocahontas, Ia., Sept. 6.—There was less movement of oats to elevators during threshing than for 10 years.—P. D. Richards.

LOUISIANA.

New Orleans, La.—Exports of grain from this port during July were: Wheat, 1,450,552 bus.; corn 603,019 bus.; oats, 972,949 bus.; and barley 720,512 bus., compared with wheat, 1,111,169 bus.; corn, 565,085 bus.; oats, 12,400 bus.; and barley, 133,947 bus. in July, 1916.—W. L. Richeson, chief inspector and weighmaster, Board of Trade.

MINNESOTA.

Minneapolis, Minn., Sept. 5.—Oats are moving into western North Dakota, where hay and feed crops have been very light.—The Van Dusen Harrington Co.

MISSOURI.

St. Joseph, Mo., Sept. 7.—Receipts of corn and wheat continue at a low ebb, but oats are coming in good quantities. Demand for corn and oats brisk, and it is seldom necessary to carry any over until the next day. Elvtr. stocks continue to increase, stocks on hand being: Wheat, 152,104 bus.; corn, 101,626 bus.; and oats, 47,913 bus.

MONTANA.

Barber, Mont., Aug. 28.—Movement of grain has not started.—W. A. Clark.

Cordova sta. (Plummerton p. o.), Mont., Aug. 27.—Very little wheat in farmers hands.—G. B. Plummerton, agt., Rocky Mountain Elvtr. Co.

Livingston, Mont., Aug. 29.—We will buy considerable corn for grinding purposes, from stations in South Dakota and Nebraska.—Park Mfg. Co.

Medicine Lake, Mont., Sept. 4.—Farmers are dissatisfied with the price set by the government. Cannot see their way clear to sell wheat for \$2, as prices on everything else are so high.—A. L. Tennis, mgr. Farmers Elvtr. Co.

NEBRASKA.

Carroll, Neb., Sept. 4.—Very little old corn in farmers hands. Not much oats moving; farmers binning practically all and holding for better prices.—H. Fitz-Simmons, agt., J. J. Mullaney.

NORTH DAKOTA.

York, N. D., Sept. 7.—Eighty per cent of wheat is in farmers hands.—R. H. Linn.

Derrick, N. D., Aug. 27.—Not much doing along this line; next thing to a graveyard.—Farmers Elvtr. Co.

Hamburg, N. D., Sept. 1.—We expect to ship in grain for feed.—E. A. Harseim, mgr. H. C. Scheer & Son.

Pisek, N. D., Sept. 7.—Very little wheat moving, as farmers want more money for it.—E. A. Schneider, mgr., Oscar Gilbertson & Co.

OHIO.

Sidney, O., Aug. 31.—Movement of oats from this territory extremely light, caused by scarcity of cars as well as tendency on part of farmers to hold oats; many elvtrs. in this territory, however, have had to close their doors account inability to get cars; practically all corn has been marketed.—E. T. Custenborder & Co.

OKLAHOMA.

Oklahoma City, Okla., Sept. 1.—Fifty-seven per cent of wheat and 59% of oats of this year's crop are in farmers hands.—Frank M. Gault, Pres., State Board of Agriculture.

TEXAS.

Galveston, Tex.—Exports of wheat from Galveston during the month of July were 1,071,311 bus.; compared with 376,000 bus. in July, 1916. Exports of corn during July were 282,145 bus., and no corn was exported in July, 1916. No barley was exported in July of this year, and 48,113 bus. were exported in July, 1916.—H. A. Wickstrom, chief inspector, Board of Trade.

UTAH.

Salina, Utah, Aug. 24.—Five per cent of grain in farmers hands.—Sevier Valley Merc. Co.

STIFF BACKS and hands filled with thistles were quite the rule rather than the exception on the morning after about 75 men of the Winnipeg Grain Exchange had spent part of a day in the wheat fields, stooking grain for farmers. Quite a bit of rivalry exists as to which band can stook the most grain in an afternoon and evening.

SIR GEORGE FOSTER, Minister of Trade and Commerce of the Dominion of Canada, in replying to a question in the House Aug. 24 said that it was expected that after Sept. 1 the United States would be in position to co-operate with Canada in establishing prices. In response to a suggestion that the department of trade and commerce should prepare a statement showing what has been lost by the farmers thru the prohibition of wheat exports. Sir George said that he did not know that this could be done, but if it could the department would also prepare a statement showing how the people of Canada have benefitted by the prohibition.

Corn Movement in August.

Receipts and shipments of corn at the various markets during August, 1917, compared with August, 1916, were in bushels as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Chicago	4,050,000	6,375,000	1,791,000	6,145,000
Omaha	3,145,800	1,354,800	3,460,800	1,073,600
St. Louis	1,620,150	1,080,000	1,116,930	596,040
Indianapolis	925,000	1,359,000	414,000	711,000
Baltimore	791,643	2,107,854	752,949	1,850,664
Milwaukee	782,560	700,820	600,742	251,613
Kansas City	657,500	1,226,250	446,250	1,221,250
Cincinnati	574,241	628,191	202,690	142,758
Minneapolis	176,060	298,710	139,940	281,590
Detroit	114,000	205,000	31,000	95,000
New York	113,400	2,865,790	564,232	3,423,331
Toledo	55,200	216,600	11,400	59,800
San Francisco, tons	460	579	.....	.....
	33,545,000		70,615,000	

Oats Movement in August.

Receipts and shipment of oats at the various markets during August, 1917, compared with August, 1916, were in bushels as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Chicago	14,924,000	31,715,000	8,167,000	11,826,000
St. Louis	5,199,955	2,734,525	3,483,370	2,038,680
Indianapolis	3,267,000	3,409,000	457,000	666,000
Milwaukee	2,857,620	3,812,200	1,366,189	2,817,070
Kan. City	2,823,700	788,800	1,264,500	264,000
Winnipeg	2,675,400	9,860,500	.....	.....
Omaha	2,548,000	2,160,700	1,786,000	1,557,000
Baltimore	2,457,903	4,963,486	2,331,447	5,109,868
Minneapolis	1,946,250	5,048,940	910,640	2,261,970
New York	1,778,000	2,865,700	1,710,413	3,423,331
Cincinnati	768,420	612,330	499,943	364,289
Detroit	411,000	635,000	55,000	139,000
San Francisco, tons	2,166	2,969	.....	.....
Wichita	.....	.....	.....	.....
Toledo	336,000	1,680,100	150,900	554,400
Duluth	.....	.....	.....	.....

Wheat Movement in August.

Receipts and shipments of wheat at the various markets during August, 1917, compared with August, 1916, were in bushels as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Minneapolis	6,326,180	9,021,320	1,093,700	2,727,790
Kan. City	4,772,250	13,543,100	3,037,500	8,500,950
St. Louis	4,693,680	5,757,822	3,821,560	4,187,040
Winnipeg	3,979,000	16,040,400	.....	.....
San Francisco, tons	11,824	6,558	.....	.....
Chicago	3,091,000	10,843,000	1,984,000	7,630,000
Cincinnati	2,632,950	966,065	1,235,671	543,340
New York	1,773,800	14,281,740	3,090,204	13,118,322
Baltimore	1,505,565	3,527,961	1,549,611	2,636,111
Toledo	1,077,600	1,661,200	190,400	243,400
Indianapolis	938,000	455,000	248,000	116,000
Omaha	267,600	6,528,000	124,000	6,687,600
Milwaukee	220,766	456,925	58,347	158,316
Detroit	206,000	376,000	38,000	55,000

Rye Movement in August.

Receipts and shipments of rye at the various markets during August, 1917, compared with August, 1916, were in bushels as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Minneapolis	857,390	286,510	235,280	148,420
Chicago	337,000	361,000	176,000	146,000
Cincinnati	144,365	85,785	61,496	8,907
Baltimore	124,671	463,624	.....	470,399
St. Louis	79,582	93,334	50,770	42,460
Indianapolis	77,500	20,000	750	3,000
Detroit	64,000	39,000	4,000	2,000
Milwaukee	60,435	171,100	39,979	57,140
Kansas City	53,900	47,300	.....	.....
Omaha	25,300	88,000	13,200	30,000
Toledo	18,200	18,500	6,800	12,200
New York	13,500	10,000	.....	.....

Barley Movement in August.

Receipts and shipments of barley at the various markets during August, 1917, compared with August, 1916, were in bushels as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Minneapolis	2,364,020	2,082,650	1,237,180	1,834,590
Chicago	1,600,000	2,194,000	303,000	534,000
New York	1,553,802	2,079,462	121,434	1,192,923
Milwaukee	1,184,600	1,280,420	115,377	201,510
Winnipeg	278,200	994,950	.....	.....
Omaha	122,400	65,800	81,000	28,000
St. Louis	140,684	8,000	15,900	2,240
Kansas City	25,500	72,000	3,900	107,900
San Francisco, tons	7,376	30,412	.....	.....
Baltimore	5,057	158,115	.....	289,043
Cincinnati	1,950	184,430	.....	88
Toledo	1,200	.....	.....	.....

Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
July 1 to June 30...	281,130,000	359,355,000	51,662,000	36,620,879	119,166,000	113,876,000
July 7.....	4,399,000	7,071,000	420,000	545,000	4,791,000	2,570,000
July 14.....	8,107,000	7,963,000	927,000	1,375,000	2,351,000	4,299,000
July 21.....	4,964,000	8,827,000	936,000	1,749,000	3,800,000	3,411,000
July 28.....	2,424,000	6,891,000	1,302,000	1,027,000	3,296,000	3,065,000
Aug. 4.....	4,757,000	7,032,000	833,000	1,353,000	3,684,000	3,381,000
Aug. 11.....	4,670,000	5,782,000	994,000	1,738,000	3,442,000	4,403,000
Aug. 18.....	4,224,000	5,813,000	572,000	1,428,000	1,914,000	4,180,000
Aug. 25.....	2,280,000	7,316,000	53,000	1,279,000	2,741,000	3,447,000
Sept. 1.....	2,799,000	7,679,000	529,000	1,622,000	3,722,000	2,357,000
Sept. 8.....	3,338,000	6,641,000	287,000	1,428,000	1,361,000	1,640,000
	33,545,000	70,615,000	6,853,000	13,544,000	31,102,000	32,753,000

Zone Manager to Direct Wheat Shipments from Country Points.

The Special Com'te created at the Enid meeting of the Grain Dealers Association of Oklahoma on Sept. 3, after a conference in Kansas City on the 6th with those in charge of the Administration of the Food Control in this zone, both grain and milling, offers the following information:

All questions that were raised at the Enid meeting were gone over carefully and we were given to understand that they would be handled in a satisfactory manner. Section 5 of the Food Control Bill prohibits unfair and discriminatory practices and those in charge at Kansas City promised the committee that they would enforce that section. We would suggest that any disturbances that may arise in any locality be reported to the Secretary of the Association at once, as he will be able to get a quicker adjustment of it than you as an individual could.

We also learn that the Food Administration anticipates the direction of all shipments of wheat after the 10th of this month, or in other words, the shippers will not have the right to sell or ship their wheat as heretofore, but will have to ship where they are directed to by the zone manager. This is to eliminate as far as possible the payment of unnecessary freight and to move the wheat to the nearest points at which it is needed for milling.

A certain mill wired Mr. Hunt Sept. 7 asking him whether a mill located in another zone could buy wheat in Kansas without special permit from the Kansas City zone agent. Also whether Texas mills could buy wheat in Oklahoma without permission from the zone agent and whether or not it was optional in buying wheat to pay on basis of the Galveston price using the export rate or on a basis of Kansas City. In reply to this inquiry Mr. Hunt wired the mill as follows:

"Sept. 10.—All wheat in elevators in Kansas will be under the Food Administration Grain Corporation. None will be allowed to be shipped out without instructions from Mr. Piazzek. Texas mills wanting wheat from Oklahoma will requisition my office and will receive their requirements as available. Your basic points for Galveston on domestic rate same as Kansas City."

We construe this message as meaning that mills located in one zone cannot buy wheat in another zone without making requisition through Mr. Hunt's office, and that when buying wheat at Galveston fixed price the domestic rate must be used in determining the price instead of the export rate.

We were impressed with the manner of our reception and the spirit these men in control show for fair play.

Yours very truly,
C. F. PROUTY, Secretary,
for the Com'te.

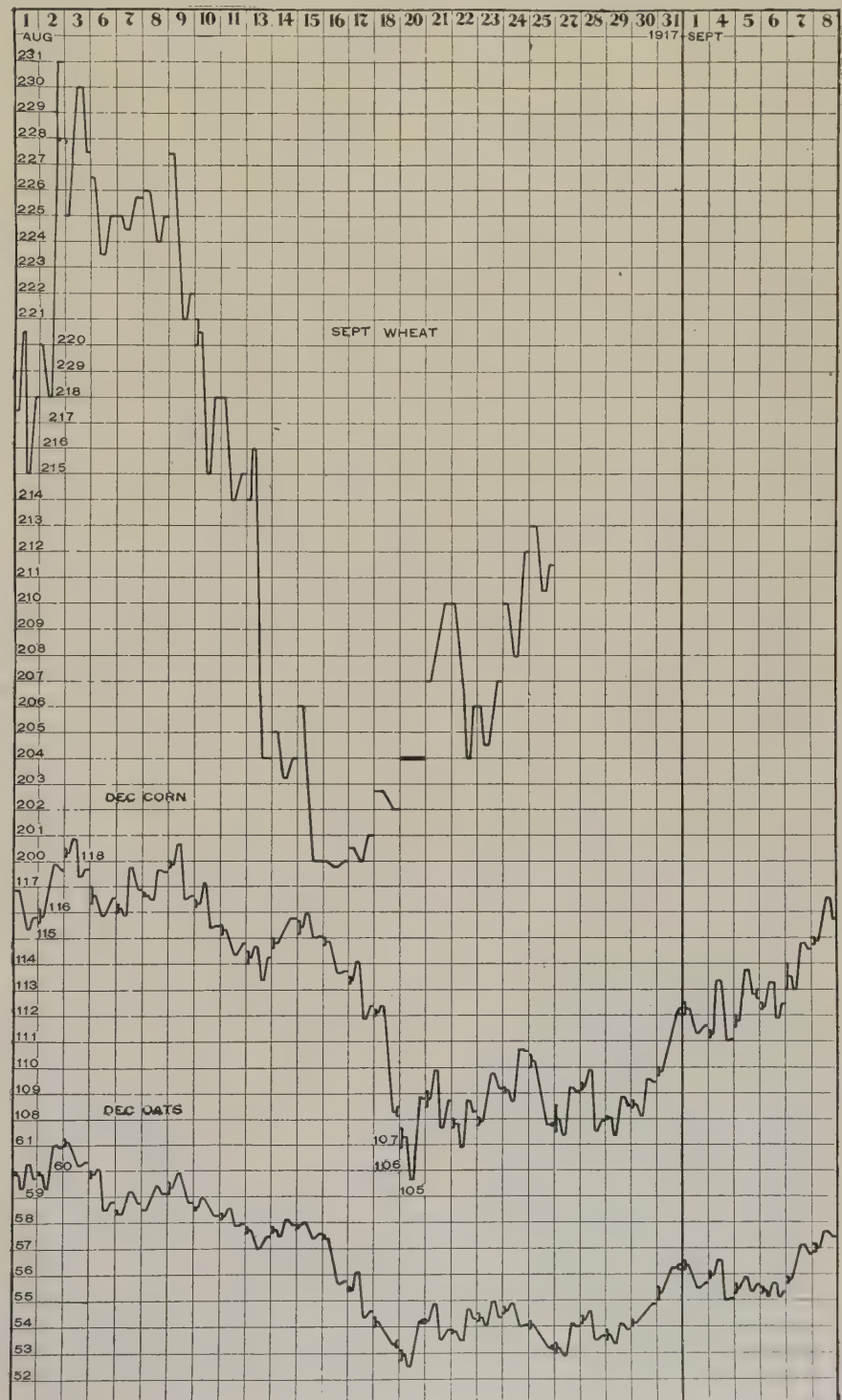
CENTRAL OHIO miller resents the idea that farmers only received \$1.50 a bushel past year for their wheat. He goes into details. He gives the actual purchases his mill made and the prices. He shows he paid an average of \$1.83 for the season for the wheat he bought from farmers. Such facts should be made public. There has been too much newspaper hysteria and misrepresentation. Get down to business. All work together to win the war. C. A. King & Co., Toledo, O.

Daily Closing Prices.

The daily closing prices of oats and corn for December delivery at the following markets for the past two weeks have been as follows:

DECEMBER OATS.													
	Aug. 25.	Aug. 27.	Aug. 28.	Aug. 29.	Aug. 30.	Aug. 31.	Sept. 1.	Sept. 4.	Sept. 5.	Sept. 6.	Sept. 7.	Sept. 8.	Sept. 10.
Chicago	53½	54	53½	53½	54¾	56½	55½	55	55½	55½	56¾	57½	58¾
Minneapolis ..	51½	52½	52½	52½	53½	55¼	54¾	54¼	54¾	54¾	55¾	56¾	57¾
St. Louis	53½	55¾	55	55¾	55¾	56¾	56	55¾	55¾	55¾	56¾	57¾	57¾
Omaha	54¼	55¼	55¼	55¼	55¼	55¼	55¼	55¼	55¼	55¼	55¼	55¼	55¼
Milwaukee	53¼	54	53¾	53¾	54¾	56¾	55¾	55¾	55¾	55¾	56¾	57¾	57¾
*Winnipeg	62	63½	62¾	63	63¾	65	64¾	64¾	64¾	64¾	66¾	67¾	67¾
DECEMBER CORN.													
	Aug. 25.	Aug. 27.	Aug. 28.	Aug. 29.	Aug. 30.	Aug. 31.	Sept. 1.	Sept. 4.	Sept. 5.	Sept. 6.	Sept. 7.	Sept. 8.	Sept. 10.
Chicago	107¾	109	107¾	108½	109¾	112	111½	111	112¾	112¾	114½	115½	119¾
Kansas City ..	107¾	109½	108	108½	109¼	112¾	112	111½	112¾	112¾	113¾	114¾	119¾
St. Louis	107¾	108¾	107¾	108½	108¾	111¼	110¾	110¼	111½	111½	113¾	114¾	119¾
Omaha	106	106	106	106	106	106	106	106	106	106	106	106	106
*October.													

Opening, High, Low and Close at Chicago Since Aug. 1.



Government to Control Every Ship.

The control of shipping contemplated by the Wilson administration is more comprehensive and will be more effective than ever thought of by the formerly all-powerful British.

Sept. 6 the federal shipping board announced the formation of an American chartering commission in New York, with absolute powers over all charters made of American ships or by American shippers.

A tentative universal shipping rate to be enforced on all government shipments on American ships. The rate will range from a minimum of \$7 to a maximum of \$13 a ton. Present rates range from \$18, with as much as \$100 a ton offered for coal tonnage to Italy.

The exports administrative board and the shipping board, after investigation have reached the conclusion that the United States has full authority under international law to commandeer neutral tonnage tied up in American ports, as a "war necessity." This decision affects 400,000 tons of neutral shipping, of which 250,000 is Dutch.

Steamers plying the inland rivers and on the Great Lakes will be brot under the federal control to whatever extent may seem necessary.

The new scale of freight rates announced makes a reduction of 65 per cent to 75 per cent from present tariffs. By the embargo and control of coal and supplies the federal control will be extended to vessels of other nationalities.

New Food Control in England.

Simultaneously with the effecting of food control in the United States the British government will put into effect what is there known as the 1917 "Crop Restriction Order," which was outlined by Lord Rhondda in the House of Lords recently as follows:

The sole object of the scheme of control was to direct and facilitate the distribution of the crops thru the ordinary trade channels and at the same time ensure that anything in the nature of speculation or unnecessary inter-trading was made impossible. The scheme and the prices had already been agreed to and approved by the Boards of Agriculture of England, Scotland, and Ireland.

Transactions in grain for seed purposes would be permitted without any restrictions whatever either as to quantity or price. It was intended to reserve all wheat, rye, and barley for use as human food or for seed. Oats not required for milling would be available for animal food. Maximum prices would be fixed for barley, oats, wheat, and rye, and these maximum prices would be applicable only to sound grain of good quality.

The maximum price for wheat and rye would range from 70/- per quarter at the opening of the season to 74/- per quarter after June 1 next year, an average of 72/- per quarter of 480 lbs. thruout the season. This price was equivalent to 75/6 per quarter of 504 lbs., the recognized trade weight.

In the same way the price of oats would rise as the season advanced ranging from 41/- to 45/-, or an average of 43/- per quarter of 312 lbs. This price was equivalent to 46/3 per quarter of 336 lbs., the trade weight. Oat millers would be permitted to pay an additional 3/- per quarter of 336 lbs. over the current maximum price for oats, which would enable them to secure the finest samples.

In the case of barley the maximum price thruout the season would be 55/- per quarter of 400 lbs., equivalent to 62/9 per quarter of 448 lbs., the trade weight. Maltsters and other licensed buyers, but not millers, would be permitted to pay up 68/- per quarter of 448 lbs. for such barley (if any) as they might be licensed to purchase. In order to prevent dealings in tailings, screenings, and damaged grain unfit for human food at prices above the maximum fixed for sound grain, and to remove any temptation to permit grain to become damaged, the maximum price at which wheat, rye, and barley unfit for human food might

be sold would be 7/- per quarter below the current maximum price for sound grain. The price at which imported grain would be sold to millers would be adjusted from time to time in parity with the current maximum price for sound home-grown grain.

Regulation of Coal Sales.

H. A. Garfield, Fuel Administrator, in his first official bulletin issued Sept. 5 announces:

For the purpose of determining a proper basis for sales by retail dealers, local com'tes will be organized thru the country. Each com'te will investigate and report upon the local situation and advise concerning the regulations to be established. When the price is fixed, the local com'te will be asked to superintend its enforcement.

The Fuel Administration is preparing a plan of apportionment which will secure to domestic consumers their fair share of the coal supply and at prices which will reflect the prices heretofore promulgated by the President.

Contracts relating to bituminous coal made before the proclamation of the President on Aug. 21, and contracts relating to anthracite coal made before the President's proclamation of Aug. 23, are not affected by these proclamations, provided the contracts are bona fide in character and are enforceable at law.

Food Administration Rules Conflict with State Laws.

North Dakota and Nebraska have statutes governing the storage of grain for the account of farmers that protect the grower in his right to store for an indefinite length of time.

The Hoover food control had said:

"We suggest that elevators issuing storage tickets or warehouse receipts should add, in addition to other customary provisions of such, the following:

"It is agreed that if grain represented by this receipt shall remain in storage beyond the period of 30 days after date hereof, the undersigned warehouseman is authorized to sell the same or to ship the same to the nearest terminal market for sale, for the best price obtainable, and shall pay over the proceeds to the holder of this receipt, less lawful storage and other charges.

"You will readily see that you will need some such provision in the terms of the storage ticket or warehouse receipt."

The state railroad commission of

North Dakota, having control of country elevators, wired Hoover as follows:

"Regulations dated the fourteenth addressed to operators of terminal warehouses and elevators.

"Suggested provision in storage tickets apparently apply to country elevator transactions. Think provision should not apply to producers whom we understood were exempt from hoarding provision of law. Elevators here can store a large part of our small crop and cannot see necessity for forcing grain to terminal and producing congestion and undue strain on transportation and terminal elevator facilities. This is especially true if grain can be purchased and stored in the country making best crops available for seed next spring.

"Please send all regulations and proclamations issued. Country elevators asking us for advice. Can we co-operate?"

Mr. Hoover in his reply evaded the question as to the right of farmers to hold their grain as long as they wished, under the provisions of the federal law, saying:

"Regulation with suggested provision applies equally to country and terminal elevators. We expect to approach the question of preservation of seed grain stored in the northwest in connection with the agricultural department, but the provisions as to 30 days storage are framed to remove the possibility of utilizing public properties for hoarding of grain. Would be glad to co-operate with your commission."

Hoover Unable to Carry Out Agreement.

By agreement between Food Administrator Hoover and Chevalier Van Rappard, the Dutch minister, two-thirds of the cargoes of 100 Dutch ships held in American ports were to be released, to Belgium and northern France, while Holland got one-third.

As supreme authority for the release of exports rests with the Exports Administrative Board under President Wilson's proclamation of Aug. 27 the agreement came before the Board for scrutiny, and was at once rejected. Agents of the Board have reported to Chairman Vance McCormick that Holland has sufficient wheat and other grains, despite her protests to the contrary, to sustain the population at least until Dec. 1, and that any surplus supplies received from the United States might indirectly benefit the central powers.

As a supplemental offer the administrative board has asked the Dutch Government to unload the ships and put them into service between the United States, Australia and Java. The suggestion is that the Dutch ships carry the surplus wheat supply from Australia and the surplus sugar supply from Java to the United States, and that negotiations then be entered into as to the exports which Holland shall obtain.

Representatives of Holland in this country refused to accept the offer pending drastic instructions from the home office, and have stated that the cargoes on the 100 Dutch ships in New York and other harbors would be permitted to rot in the holds before so much as an ounce of it would be voluntarily unloaded.

Even the Government Must Obey the Law.

Justice Cropsey of the New York Supreme Court recently ruled in favor of a grocer of South Brooklyn, N. Y., one of 37 whose saloons and grocery stores in the vicinity of an ammunition factory and ship building plant were closed by the state excise commissioner under Chapter 521 of the Laws of 1917 on the ground that the saloons and stores were keeping the workmen from being industrious and effective.

The court held the law unconstitutional because it takes property without due process of law and without compensation, holding that

"While in a very real sense individuals must in time of war yield to the Government, it is still true that the Government must proceed lawfully. No emergency justifies an act of lawlessness. Chapter 521 conflicts with the Constitution, in that it attempts to delegate legislative power. The Legislature can no more delegate its power to repeal a law than it can to enact one and it must follow that it cannot delegate its power to suspend the operation of a law, as that, in effect, is a repeal. This act confers an arbitrary power upon the officials named to suspend the privileges under liquor tax certificates already issued or hereafter to be issued and to prohibit the sale of alcoholic beverages during the whole or a part of the duration of the present war. No rule or regulation is laid down for the guidance of the officials clothed with this power. There is no limitation even upon the exercise of the power. The power granted is absolute. There is nothing to insure any uniformity of action. The officials are left to act as they deem proper. In a word, they are to legislate. Such an act cannot be upheld."

Will some Supreme Court justice kindly pass on the validity of some of the regulations suggested by the federal food administration; for example, the regulation forbidding grain to be held in store more than 30 days?

New York Food Control Law.

The New York Assembly has enacted a food control law, since approved by the governor, copying the federal act, but placing the power with a commission instead of the chief executive of the state, as in the federal act.

As in the federal act farmers are exempted.

In addition to the provisions of the federal act the New York law contains several sections providing for the establishment of public markets by state aid in cities and towns.

The price fixing sections of the federal act have been omitted.

The state food commission will consist of three commissioners appointed by the governor with the advice and consent of the senate.

St. Louis Protest Against Price Differentials.

Grain dealers of St. Louis, Mo., allege that the government fixed prices of wheat will give an advantage to Chicago and Kansas City over St. Louis.

Claud Morton explains the discrimination against St. Louis as follows:

The red (soft) wheat has a natural outlet thorough St. Louis—not Chicago. Under the present price arrangement this class of wheat will go first to Chicago and then to final consuming centers in the Southeast in an out-of-line haul and at a more expensive freight rate.

At a 2-cent-a-bushel higher rate for wheat in Chicago there is only a limited territory in Missouri in which the existing freight rates do not make the Chicago market better for the shipper.

Roughly speaking, the territory in which the producer can ship to the St. Louis market and get a better price for wheat is bounded on the north by Firma, Mo., 44 miles north of St. Louis; thence west to Martinsburg, on the Wabash, 97 miles west of St. Louis; thence southwest to Booneville, to Sedalia, to Nevada, back to Springfield and along the main line of the Frisco to St. Louis.

However, the adjustment given to Kansas City will take a large part of this territory from St. Louis. A careful study of the amount of wheat left in the territory which will be available for home consumption and shipment to St. Louis suggests a maximum of 1,500,000 bushels.

We have always had a big trade as far as Keokuk, Bloomington, Ill., and south to a line east from St. Louis. Now there is practically no station in that territory that will come to St. Louis with wheat as long as Chicago is 2 cents a bushel higher.

From Southern Illinois, Southern Indiana, Kentucky, Tennessee, Missouri and the Southwest, which is the local food administration zone, we have been receiving in the neighborhood of 25,000,000 bus. of wheat. Under the present price arrangement there are only about 1,500,000 bus. that will come here naturally.

Already there have been about 6,000,000 or 7,000,000 bus. received in this market. Last year the local market handled about 15,000,000 bus. of wheat from the Pacific Coast. Under the present price arrangement this will go to Chicago. The 3-cent differential between St. Louis and Kansas City will cut us out of the western grain market.

Program G. D. N. A. Meeting at Buffalo.

Another speaker prominent in public affairs at the present time has been secured to address the grain dealers at the Buffalo convention of the Grain Dealers National Ass'n Sept. 24, 25 and 26. Daniel Willard, chairman of the Council for National Defense, has accepted an invitation.

Following is the tentative program so far as arranged, and subject to change:

MONDAY, SEPT. 24, 9:30 A. M.

Call to order by the President.

Invocation—Rev. George Frederick Williams.

Singing of "America" by Delegates.

Address of Welcome on Behalf of the City of Buffalo—Hon. Louis P. Fuhrmann, Mayor.

Address of Welcome on Behalf of the Corn Exchange of Buffalo—President F. A. McLellan.

Response on Behalf of the Grain Trade—George A. Aylsworth, Kansas City, Mo.

President's Annual Address—E. C. Eikenberry, Camden, O.

Secretary-Treasurer's Report—Charles Quinn, Toledo, O.

MONDAY AFTERNOON SESSION.

Address, "The Food Control Bill"—Julius H. Barnes, New York.

(This address will be followed by a general discussion of the provisions of the bill. Mr. Barnes will answer any questions relative to the administration of the measure.)

Legislation—A. E. Reynolds, Chairman, Crawfordsville, Ind.

Note—The convention is expected to adjourn about 4 p. m. to enable the delegates to make an inspection tour of Buffalo harbor.

TUESDAY MORNING SESSION.

Address—"The Need for Complete Co-operation by all Classes if the War Is to be Won"—Daniel Willard, Chairman of the Council for National Defense.

Transportation—Henry L. Goemann, Chairman, Mansfield, O.

Address—"The Bureau of Markets in Its Relation to the Grain Trade"—Charles J. Brand, Chief of the Office of Markets and Rural Organization, Washington, D. C.

Arbitration Appeals Committee—J. J. Stream, Chairman, Chicago, Ill.

Arbitration Committee No. 1—U. J. Sinclair, Chairman, Ashland, Ill.

Arbitration Committee No. 2—Elmer Hutchinson, Chairman, Arlington, Ind.

Telephone and Telegraph Service—W. T. Cornellison, Chairman, Peoria, Ill.

Note—The Convention will adjourn about 1 p. m. for the trip to Niagara Falls.

WEDNESDAY MORNING SESSION.

Address—Hon. J. P. Goodrich, Governor of Indiana.

Trade Rules—C. D. Sturtevant, Chairman, Omaha, Neb.

"The Government Standards for Wheat"—Dr. J. W. T. Duvel, Crop Technologist in Charge of Grain Standardization, U. S. Department of Agriculture, Washington, D. C.

(This address will be followed by a general discussion of the new wheat grades.) Uniform Grades—F. E. Watkins, Chairman, Cleveland, O.

Membership—W. S. Washer, Chairman, Atchison, Kan.

WEDNESDAY AFTERNOON SESSION.

Natural Shrinkage—Henry L. Goemann, Chairman, Mansfield, O.

Demurrage—M. D. Benzaquin, Chairman, Boston, Mass.

Crop Reports—C. C. Flanley, Chairman, Sioux City, Iowa.

Hay and Grain Joint Committee—S. L. Rice, Chairman, Metamora, O.

Unfinished Business.

Election and Installation of Officers.

New Business.

Adjournment.

ENTERTAINMENT.

For the Ladies.

Monday, Sept. 24—Automobile ride for ladies, starting at 10 a. m., stopping at the Albright Art Gallery and Historical Society. Luncheon at Automobile Club.

Monday evening, 8:30 o'clock—Shea's Hippodrome. Official badges will pass the ladies at the door. Reserved seats for two hundred have been provided for.

Tuesday, at 10 a. m., special trolley cars will take the ladies for a visit to the great Larkin plant.

For the Men.

Monday evening, Banquet at 7 p. m.—Admission to the banquet will be by ticket.

Tables will be numbered and tickets correspondingly numbered.

The main address of the evening will be delivered by Hon. Sir George E. Foster, Minister of Trade and Commerce of the Dominion of Canada.

F. A. McLellan, President of the Buffalo Corn Exchange, will be toastmaster. The Mayor and Councilmen will be invited guests.

For Men and Women.

Monday afternoon—The Convention is expected to adjourn at 4 p. m., after which all the delegates and their ladies will be escorted from the Statler Hotel to the foot of Main Street, where the steamer Crystal Beach will be waiting to take them on a sightseeing tour of Buffalo harbor. The tour will start at 4:30 p. m. During the inspection trip there will be exhibitions by the Curtiss flying boats and aeroplanes, the Buffalo Fire Department tugs and a life saving drill by the United States Coast Guard. There will also be a race by fast power boats.

Tuesday Afternoon—As soon as the Convention adjourns at 1 p. m. the delegates and their ladies will be taken for a trip to Niagara Falls and around the Gorge Route. Special New York Central trains will leave the Buffalo Terrace station at 1 p. m. They are due to arrive at Niagara Falls at 1:40 p. m. A panoramic photograph of the delegates is to be taken on the Canadian side with the American Horseshoe Falls as a background. Returning the trains will leave Niagara Falls at 5:30 p. m., arriving at the Terrace at 6:30 p. m.

It is planned to take the men delegates by special trolley from the train to the Elmwood Music Hall, where a banquet will be held, at which it is expected Mr. Herbert Hoover, Sir George Foster, and Governor Goodrich of Indiana will speak. The ladies will be entertained at a theater party at Shea's Hippodrome.

Outdoor Attractions: Golf at Park Meadow, Park Club, Country Club, Wannakah Club. Tennis—Public Courts at Park Lane and The Front. Bowling on the Green—Park Lane.

Chas. J. Brand to Speak at National Meeting.

Grain dealers who attend the annual meeting of the Grain Dealers Nat'l Ass'n at Buffalo Sept. 24, 25 and 26 will be privileged to hear addresses by some of the most notable men of the day.

Chas. J. Brand, Chief of the Bureau of Markets of the U. S. Dep't of Agriculture, will address the convention, and his subject, as announced by him, is "The Bureau of Markets in Its Relation to the Grain Trade."

It is the Bureau of Markets which has charge of the administration of the U. S. Grain Standards Act, under the authority of the Sec'y of Agriculture, and it is very closely related to the grain dealers of the country. Mr. Brand's address should be of great interest to the members of the trade, for only by the closest co-operation between the trade and the Bureau of Markets can the greatest value be secured from the Grain Standards Act.



Chas. J. Brand, Washington, D. C.
Chief of Bureau of Markets.

Method of Determining Dockage in Wheat.

The following brief outline of the methods used by the Department of Agriculture in determining the Dockage in Wheat has been prepared to meet the need of immediate information pending the development of the subject in a more comprehensive manner in a Department Bulletin:

Determination of Dockage in Wheat.

In the "Official Grain Standards of the United States for Wheat" fixed and promulgated by the Secretary of Agriculture, Mar. 31, 1917, and published in Service and Regulatory Announcements No. 22, Office of Markets and Rural Organization, a certain character of foreign material in wheat has been designated as "dockage," which is defined as follows:

"Dockage includes sand, dirt, weed seeds, weed stems, chaff, straw, other grain than wheat, and any other foreign material, which can be removed readily from wheat by the use of appropriate sieves, cleaning devices, or other practical means suited to separate the foreign matter present; also undeveloped, shriveled and small pieces of wheat kernels necessarily removed in properly separating the foreign material."

Securing the Sample: A representative, average sample should be obtained by means of the sampling device described in Department of Agriculture Bulletin No. 287.

Equipment for Separating Dockage: In determining the quantity of dockage in connection with the official grading of wheat the following cleaning devices will be used in the Offices of Federal Grain Supervision:

1. A small wheat tester or device for removing barley, oats, wild oats, pieces of straw, weed stems and other coarse matter from wheat.

This is a modified form of the machine already in general use in the spring wheat belt, where the dockage system has been practiced for many years. On account of the peculiar short, jerky motion of the riddle, this machine has been popularly designated as the "wild oat kicker."

2. Set of perforated metal hand sieves consisting of:

(a) Bottom pan: inside diameter should be $13\frac{1}{8}$ inches; depth $2\frac{1}{2}$ inches; and roll at top of pan $3\frac{1}{16}$ inch in diameter.

(b) Buckwheat sieve: with triangular perforations $8/64$ inch on each side of perforations; inside diameter of sieve should be 13 inches; depth of sieve 2 inches; and roll at top of sieve should be $\frac{1}{4}$ inch in diameter.

(c) Fine seed sieve: with round perforations $1/12$ inch in diameter. (Other specifications and dimensions same as for (b) buckwheat sieve above.)

(d) Fine chess sieve: with slotted perforations $.064$ inch wide and $\frac{3}{8}$ inch long. (Other specifications and dimensions same as for (b) buckwheat sieve above.)

(e) Coarse chess sieve: with slotted perforations $.070$ inch wide by $\frac{1}{2}$ inch long. (Other specifications and dimensions same as for (b) buckwheat sieve above.)

(f) Scalper sieve: with round perforations $12/64$ inch in diameter; depth of $1\frac{1}{4}$ inches; inside diameter should be $12\frac{1}{8}$ inches, and roll at top of sieve to be $5/16$ inch in diameter.

Note.—Sieves (b), (c), (d) and (e) should be made to nest very freely with the bottom pan. The scalper sieve (f) should nest very freely with each of the other three sieves and also with the bottom pan.

(It is absolutely essential that the dimensions of the perforations of the sieves used be exactly as stated above. A slight variation in the dimensions materially influences the percentages of dockage obtained. In order to secure the exact size it is necessary that the perforations be cut with dies especially made for the purpose. Sieves made from tin or galvanized iron with an ordinary punch will not give accurate results.)

From experiments in hand screening and cleaning various kinds of foreign matter from wheat it has been found that with proper care the metal sieves with perforations as indicated for hand sieves, used in connection with the wild oats separator, will give a practical determination of dockage.

DETAILED DESCRIPTION OF THE METHOD OF DETERMINING DOCKAGE IN WHEAT.

METHOD OF PROCEDURE: In determining dockage such sieve or sieves should be used as will remove the foreign material with the least possible loss of wheat, including small plump, or badly shriveled kernels, or large pieces of broken kernels. As a general rule, the use of the fine-seed sieve with round perforations $1/12$ inch in diameter, together with the scalper sieve or the "wild oat kicker," will be sufficient. However, if the sample contains an appreciable quantity of wild buckwheat, pigeon grass, or other seeds of a similar character, or foreign material, which will not pass through the "fine-seed" sieve, then the "buckwheat" sieve should be used. All material passing through the buckwheat sieve should be considered as dockage, except that whenever screenings removed by this sieve consist of an appreciable quantity of small shriveled kernels, the material so removed should be re-screened over the same sieve.

In the re-screening, the material should be carefully deposited at one edge of the sieve, then while holding the sieve at an angle of 25 or 30 degrees, tap the sieve lightly until all material has either passed to the opposite edge of the sieve or through the perforations. If operated properly, the material at the opposite edge of the sieve will consist mainly of wheat and should be classed as wheat and not as dockage. The material which passes through the sieve will consist mainly of wild buckwheat and other weed seed, together with a small percentage of shriveled kernels and small broken pieces of wheat, and these should be classed as dockage. In exceptional cases it may be necessary to repeat the re-screening in order to arrive at an equitable determination of the percentage of dockage.

The chess sieves should not be used unless the sample in question contains an appreciable quantity of chess, keeping in mind that wheat containing less than one-half of one per cent of dockage is considered as commercially clean wheat. As a general rule, the chess sieves should likewise not be used until after the sample has been screened, either over the fine-seed or the buckwheat sieve, as the sample may require. Whenever it is necessary to screen for chess, the fine chess sieve with perforations $.064 \times \frac{3}{8}$ inch should be used, except when the sample consists of wheat of large kernels mixed with large chess seeds. Large chess seeds in a sample of wheat consisting mainly of small kernels of wheat from which the chess cannot be separated readily should be considered as "inseparable" foreign matter and the sample handled and graded accordingly.

Whenever the chess sieves are used and the screenings consist of an appreciable quantity of small, shriveled, or split kernels, the material so removed should be re-screened over the same sieve, being manipulated as described for re-screening over the buckwheat sieve. In re-screening over the chess sieve the material should flow with and not across the slots.

The scalper sieve is to be used for removing coarse foreign material. Any threshed wheat kernels that remain on the scalper sieve should be picked out and returned to the wheat and should not be considered as dockage.

The dockage will therefore be represented by the coarse foreign material, in addition to the finer screenings obtained by hand sieving.

Since any foreign matter remaining in the wheat after the removal of dockage is considered inseparable, and consequently directly affects the grade, great care should be used in sieving the samples.

TEST WEIGHT per Bushel to Be Determined on Dockage Free Wheat: The Standards provide that all determinations made in connection with the wheat grades, with the exception of dockage, shall be made on the basis of the grain from which the dockage has been removed. Since the test weight per bushel is one of the main factors in determining the grade, the dockage should be determined with a sufficient quantity of the original sample to provide at least enough cleaned wheat for making the test weight with a pint tester, and preferably a sufficient quantity should be clean for obtaining the test weight with a quart tester.

Under average conditions a sample of one thousand grams will be a sufficient amount for determining the test weight with a quart tester. However, if the wheat contains a large amount of coarse material and other foreign matter, it will sometimes be necessary to clean more than one thousand grams, in order to secure a sufficient quantity of cleaned wheat to make the test weight with a quart tester.

New Rules for Heavy Loaded Cars.

Notice of Amendment to the Rules and Regulations for the Enforcement of the United States Grain Standards Act.

Amendment No. 2 to Circular No. 70, containing the Rules and Regulations of the Secretary of Agriculture for the Enforcement of the U. S. Grain Standards Act, has been changed by Amendment No. 3, dated July 27, 1917, in so far as the size and style of type referred to in subdivision (2), paragraph 2, is concerned.

Section 12 of Regulation 2, as amended, now reads as follows:

Sec. 12. Paragraph 1. No licensed inspector shall issue a certificate of grade for any grain unless the inspection and grading thereof be based upon a correct and representative sample of the grain, and be made under conditions which permit the determination of its true grade. In case the conditions are such as not to assure the determination of the true grade, a licensed inspector may, in advance of such determination and of the issuance of the certificate of grade, furnish to the person for whom the service is performed information in writing, or otherwise, showing the grade then assigned by him and expressly reciting the conditions, which make uncertain the determination of the true grade.

Paragraph 2. In case any licensed inspector is called upon to make an "in" inspection and grading of a carload of grain, in sacks or in bulk, which (a) is so heavily loaded as to make it possible to secure only a door probe, shallow probe, door sack probe, or interior surface sack probe sample of the lot or parcel, (b) appears not to have been irregularly loaded, and (c) the licensed inspector has no reason to believe is so loaded as intentionally to conceal evidently inferior grain, he may, if the Act and the rules and regulations thereunder be otherwise complied with, inspect and grade such lot or parcel of grain and issue a certificate of grade therefor, upon the conditions set forth below in subdivisions 1, 2, and 3 of this paragraph.

Subdivision (1). The inspection and grading of such grain must be based upon a sample which fairly represents all of the grain which may be reached in the exercise of care and diligence and the use of the customary probes in the drawing of samples from such grain.

Subdivision (2). There must be legibly and conspicuously stamped or printed on the face of such certificate the words:

HEAVILY LOADED CAR.

See Reverse Side of This Certificate.

The size and style of lettering when stamped on the certificates shall be as follows: First line in 24 point Monotype Gothic capitals, or the equivalent thereof,

the length of the line to be $4\frac{1}{2}$ inches; second line in 12 point Monotone Gothic or the equivalent thereof, and centered. The space between the first and second lines shall be 18 points or $\frac{1}{4}$ inch.

The size and style of type when printed on the certificate shall be as follows: First line in 18 point Cheltenham caps or the equivalent thereof; second line in 8 point Cheltenham caps or the equivalent thereof, the spacing between the lines to be not less than 6 points.

On the reverse side of such certificate the following shall be legibly stamped or printed:

Car so heavily loaded that the following sample only could be obtained:

- (a) Door probe sample.
- (b) Shallow probe sample.
- (c) Door sack sample.
- (d) Interior surface sack probe sample.

Such sample is believed to be correct and representative of the entire lot or parcel of grain described in this certificate.

The kind of sample obtained shall be indicated by placing an indelible check-mark in the square opposite the proper description.

Subdivision (3). The daily record prescribed in section 15 of this regulation shall show, with respect to such grain, that the car was "heavily loaded," or the abbreviation "h. l.," and, if the licensed inspector did not personally draw the sample of grain involved, the name of the person who drew such sample.

Subdivision (4). For the purpose of this paragraph the following terms shall mean:
Door probe sample: A sample taken with a probe from the grain in the vicinity of the door of a carload of bulk grain.

Door sack probe sample: A sample taken with a probe from the sacks of grain in the vicinity of the door of a carload of sacked grain.

Interior shallow probe sample: A sample taken with a probe from the upper portion, not confined to the vicinity of the door, of a carload of bulk grain.

Interior surface sack probe sample: A sample taken with a probe from the sacks in the upper portion, not confined to the vicinity of the door, of a carload of sacked grain.

Subdivision (5). No certificate of grade of the kind described in this paragraph shall represent the grade of the lot or parcel of grain described in the certificate after such lot or parcel shall have left the place of the inspection for which the certificate was issued.

Subdivision (6). Nothing in this paragraph shall prevent any person, otherwise entitled under the Act and the rules and regulations thereunder, from taking an appeal from an inspection and grading of the kind described in this section, if the sample or samples filed for the purpose of the appeal meet the requirements of regulation 5; nor shall anything in this paragraph prevent any person, if he so desire, from having the same lot or parcel of grain again inspected by the same or any other licensed inspector, in accordance with the Act and the rules and regulations thereunder.

Subdivision (7). If at any time it be discovered that any grain inspected and graded by a licensed inspector was irregularly loaded, or was so loaded as intentionally to conceal evidently inferior grain, or was improperly inspected and graded by any licensed inspector, any licensed inspector or employee of the Department of Agriculture having knowledge thereof may report the fact in regard thereto, and the shipment involved, to the Office of Federal Grain Supervision in any district in which the grain was inspected by a licensed inspector.

HERBERT C. HOOVER is quoted as having said at a conference of packers in Washington Sept. 6 that "There is no power in the food bill to fix prices, and we never have asked that power. Everywhere in Europe price-fixing, that is the naming of maximum prices, has failed. We had the fixing of wheat prices thrust upon us, as it is our duty to purchase 30% of the crop for export, and we had the wheat committee to name a price as a guarantee to producers and stop speculation. Beef and pork present different situations. We export a small amount of beef relatively, but now we are over-exporting pork, and it may become necessary to take measures to keep a proper relation between the price of corn and hogs."

J. C. F. Merrill, Secretary Chicago Board, Dead.

After an illness of three weeks following strenuous exertions at Washington, J. C. F. Merrill, sec'y of the Chicago Board of Trade, died at 1:30 a. m., Aug. 31, of heart trouble.

It is to Mr. Merrill that the grain exchanges at the outside markets as well as at Chicago and traders everywhere are indebted for their ability to do business today in corn and oats. The original draft of the food control act prohibited buying grain except for one's own use, and would have swept brokers and customers out of business. This was plain to Mr. Merrill, always a keen analyst of legislation, and as he was thoroly in sympathy with the government his constructive criticism of the measure fell upon willing ears. His intimate knowledge of legitimate speculation enabled him to suggest a redraft that allowed the government the fullest control while preserving the machinery of the exchanges.

John Charles Fremont Merrill was born on a farm near Rochester, N. Y., Nov. 30, 1851, and passed his boyhood on the farm, attending country school. His first business venture was in a country store, which he conducted a few years, and one year as proprietor, until he sold out and obtained a situation as traveling salesman for a New York house. His territory was in the middle west and he was so favorably impressed with its possibilities that he declined an offer of an interest in the firm at New York at the termination of his engagement and decided to learn the grain business by entering the employ of Agard & Ross at Rockford, Ill., in 1875.

Their business as country buyers and shippers expanded and the firm became Agard, Ross & Merrill, Mr. Merrill being sent to Chicago to establish a branch office. He remained with the firm $4\frac{1}{2}$ years, afterward forming the firm of Merrill & Lyon at Chicago. Here he continued for 30 years in the grain shipping and commission business.

He was appointed secretary of the Board of Trade on July 31, 1912, and gave his entire attention to the duties of the office. Before his appointment he had served as director, vice-president, president and a member of important committees, and had represented the Board at hearings before Congressional committees. When the Scott anti-option bill was considered by a committee of Congress Mr. Merrill's clear explanation of legitimate speculation led the committee to omit grain. He was one of the best judges of grain in the Chicago market and for several years was chairman of the grain committee. His business ability served to limit the losses in the liquidation of the bankruptcies of which he had charge. He had been president of the Council of Grain Exchanges, and for several years chairman of its most important committee, that on publicity. In the suburban village of Hinsdale, where he resided, he was president of the village board, a member of the Congregational Church and at one time served as president of the Empire State Society of Chicago.

In 1885 he was married at Galion, O., to Sarah B. Linsley, who died in 1893. He is survived by his son, Ralph W. Merrill, daughter, Charlotte Merrill, and three sisters. The funeral services were held at the residence and attended by 95 members of the Board of Trade acting as honorary pall bearers. Interment was in Brownwood cemetery.

Hundreds of telegrams were received by Pres. Griffin of the Board of Trade from members of the outside exchanges and officials of the boards at Kansas City, Duluth, Minneapolis, Milwaukee, New York, Winnipeg and Toledo expressing their sense of loss.

The feeling of his fellow members of the Board of Trade is well expressed by Hiram N. Sager, former President, in the following tribute:

AN APPRECIATION.

In the death of the late Mr. J. C. F. Merrill, who served the Board of Trade of the City of Chicago with such signal success as its president in 1911, and as its faithful and efficient secretary for the past five years, the grain interests of the entire United States have suffered an irreparable loss.

Few men in the history of the grain trade have had such broad and comprehensive knowledge of the useful functions of the Exchanges and the valuable services they render as had Mr. Merrill, and few, if any, have labored more earnestly and efficiently to promote the best interests of the grain trade of this country and of the great Exchange, of which he was so long an honored member.

Perhaps the most pronounced trait of Mr. Merrill's character was Fidelity.

Fidelity to every duty and every trust in life.

Fidelity to his home and family, of which he was so justly proud and to which he consecrated himself with rare devotion.

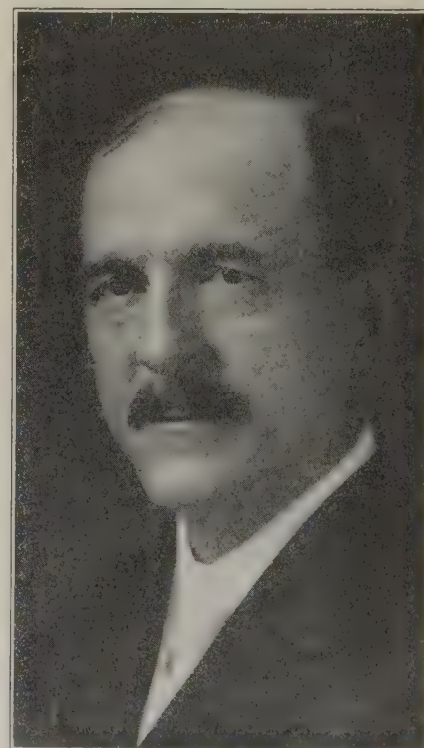
Fidelity to his home village, which he served for many terms as mayor and which abounds in lasting monuments of his unselfish and faithful labors for the public welfare.

Fidelity to his friends and business associates, who ever found him a man of sterling character and high purpose.

Fidelity to the great Exchange, of which he was at one time the honored President and in later years the distinguished and accomplished Secretary.

It is given to few men to leave upon the business world, with which they were associated, such fine impress as has our dear friend and comrade, Mr. J. C. F. Merrill. It is an heritage of which his children may be justly proud and from which we, his friends, may draw fresh inspiration.

THE DANISH government has asked the United States government to permit the exportation of 10 cargoes of meal cake for use as cattle feed.



J. C. F. Merrill, Chicago, Ill., Deceased.

Government Discounts Discriminate.

The Chicago Board of Trade has filed a protest against the discrimination against the Chicago market made by the Fair Price Com'te of the Food Administration in fixing prices on wheat at different levels east and west of Chicago.

Sept. 5 J. J. Stream, vice-pres. and Chairman of the Transportation Com'te of the Board of Trade, telegraphed Julius H. Barnes at New York, as follows:

Peoria and Milwaukee markets are today bidding the country for wheat on Chicago price basis with purpose of mixing and otherwise commercially treating, thereby securing commercial profit. They will reship to so-called terminal markets for sale there to government. Milwaukee will reship to Chicago on transit, securing Chicago rate to Chicago. Peoria will reship to Baltimore, Buffalo or New York on transit basis at the current thru rates and take advantage of the price differentials as well as profits gained from commercial handling. This is another discrimination against Chicago which has just come to light, and further illustrates the damage we will sustain due to the arbitrary fixing of prices which do not recognize freight rate differences. We think your organization should, and we most earnestly request, you to rule at once against any such practices and take such action as will prevent movement of wheat from producing points to non-terminal markets.

Joseph P. Griffin, pres. of the Board of Trade, on Aug. 31, wrote Herbert C. Hoover, food administrator, the following protest:

Protest by Board of Trade.

We have no complaint against the action of the president in fixing a fair price to be paid in government purchases, and it is our desire to aid him in every way within our power in bringing the war to a successful termination.

We do, however, most emphatically object to the differentials as between markets. The Board of Directors of the Chicago Board of Trade has authorized me to register a formal protest against the action of the food administration, on the ground that these differentials would result in unjust discrimination against Chicago and in favor of all other markets.



Chas. Kennedy, Buffalo, N. Y.
Agent Food Administration.

We believe that it is fundamental that the differentials between markets must be based solely upon the measure of the freight rate between said markets. Normally the differentials between markets represent the freight rate differences.

We quote below the freight rate differences, in cents per bushel, between the various markets, as compared with the wheat price differentials:

	Omaha and Kansas City under Chicago.	Minneapolis under Chicago.	New York over Chicago.	Baltimore over Chicago.
Freight rate difference	7.2	4.5 to 6	9.18	8.28
Wheat price difference	5	3	10	9
Advantage over Chicago	2.2	1.5 to 3	.82	.72

The above figures show the discrimination of which we complain. For example, the freight rate from Kansas City to Chicago is 7.2 cents, yet the differential between the two cities is fixed at 5 cents. This means that the price fixed by the government to be paid for wheat in Kansas City is 2 cents per bushel higher than in Chicago. We maintain that this is unfair, because it is a matter of common knowledge that a fraction of a cent per bushel in the price of grain will divert it from one market to another.

This discrimination is aggravated by the further fact that the principle of fixing the differential under the freight rate difference is not observed east of Chicago. The freight rate from Chicago to New York is 9.18 cents per bushel and the differential is fixed at 10 cents per bushel. Thus Chicago is under a double disadvantage in that the price to be paid for wheat is not only higher in the western markets, but also in the eastern markets.

If it is fair that the differential between the Missouri River and Chicago should be 2 cents lower than the freight rate, then the same principle should be used in fixing the differential between Chicago and Atlantic ports. The price at New York would not have been 10 cents over Chicago, and at Baltimore 9 cents over Chicago, but should have been at New York from 6.18 to 7.68 cents per bushel over Chicago. A fair average differential at New York over Chicago, in view of the Missouri River price, would be 7 cents per bushel.

As Baltimore bears a certain freight rate relationship to Chicago, the price at Baltimore over Chicago, based on the same theory which actuated the fixing of the price at the Missouri River, should be from 5.28 to 6.78 cents per bushel, with a fair average of 6 cents per bushel over the Chicago price.

The average freight rate via the Lakes from Duluth to Buffalo on wheat is 4.5 cents per bushel, and as the Duluth price is \$2.17 per bushel, it seems to us it would not be fair to make the Buffalo price 2.21½ cents per bushel, or 1.5 cents per bushel over Chicago, instead of the enormously high differential of 5 cents over Chicago.

The inevitable effect of these arbitrarily fixed differentials will be to deprive the wheat producers in the territory tributary to Chicago of the opportunity of shipping to Chicago, from which their returns are more promptly made than from other more remote markets; also to deprive the Chicago commission merchants and the elevator operators of the privilege of handling wheat which, they have a right to expect, should flow to Chicago from the territory naturally tributary to it, were the price based with respect to the transportation costs.

It is so manifestly unfair that higher prices for wheat should be allowed to practically every other grain market in the country than to the Chicago market, at which the basic price is fixed, that we protest against such treatment, and respectfully request that action be taken immediately to remove the discrimination.

Agents of Food Administration.

The several agents of the Food Administration Grain Corporation have now established offices at the various terminals and are actively engaged in the purchase of wheat for Government account. These gentlemen have severed their connection with any business and interest whatever in the grain trade and are giving their entire time and service to the Government without compensation for the period of the war. In every case the men were appointed for service in the market in which they have been engaged in handling grain, thus assuring their familiarity with local conditions.

M. H. Houser, Portland, Ore., was formerly engaged in the grain business at Pomeroy, Wash., from which place he moved to Portland in 1909. Since that time he has been a successful exporter.

P. H. Ginder, Duluth, Minn., has been continuously associated with Mr. Julius Barnes, pres. of the Food Administration Grain Corporation, in the grain business since 1890.

C. B. Fox, New Orleans, La., has been a grain exporter since 1894, and has enjoyed a very prosperous business. It is understood that he has always resided at New Orleans.

De Forest Piazzek, Kansas City, Mo., has devoted practically all of his life to the grain business. Prior to 1893 he operated 15 stations from Valley Falls, Kan., but in that year he moved to Kansas City, organizing the Kemper Grain Co., with W. T. Kemper. The business was later taken over by Mr. Piazzek and two as-



De Forest Piazzek, Kansas City, Mo.
Agent Food Administration.

sociates and continued under the old name.

H. B. Irwin, Philadelphia, Pa., was a junior partner in the firm of L. F. Graff & Son.

Frank L. Carey, Minneapolis, Minn., was a member of the firm of Hallett & Carey.

Chas. T. Neal, Omaha, Neb., was formerly with the old firm of J. F. Harris & Co. at Omaha, and was for years manager of the Chicago Great Western elevator at Kansas City. In March, 1913, he assisted in the organization of the Aylsworth-Neal-Tomlin Grain Co. at Kansas City, and continued with this firm until Dec. 1, 1916, when he disposed of his interest.

Edw. M. Flesh, St. Louis, Mo., was vice-pres. of the C. H. Albers Commission Co. prior to his appointment as an agent of the Food Corporation.

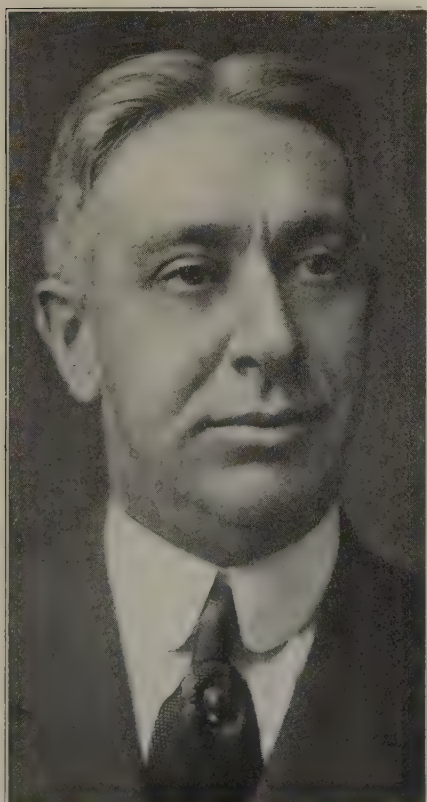
Chas. Kennedy, Buffalo, N. Y., was a principal member of the firm of Chas. Kennedy & Co., which was established in 1886 and incorporated in 1911. The firm has long specialized in the handling of milling wheat, being one of the largest handlers of this class of wheat in Buffalo.

E. F. Newing, Galveston, Tex., has for many years been engaged in the business of exporting wheat thru Galveston.

Julius Barnes, New York, has been a successful wheat exporter at New York and Duluth. He was chosen by Mr. Hoover as his assistant before the passage of the Food Control law, and is president of the Food Administration Grain Corporation.

Geo. S. Jackson, Baltimore, Md., was a member of the firm of Robinson & Jackson.

Howard B. Jackson, Chicago, Ill., was a member of the firm of Jackson Brothers.



P. H. Ginder, Duluth, Minn.
Agent Food Administration.

Zones for Government Purchases of Grain.

The Food Administration has divided the country into 12 zones on the basis of state lines, the purchases and compilations of reports from elevators being managed by a government agent in each zone. The respective zones are as given herewith, except that Oklahoma, by request of the Oklahoma Grain Dealers Ass'n, has been changed from the St. Louis to the Kansas City branch:

1.—Maryland, Virginia, West Virginia, District of Columbia: Geo. S. Jackson, agent, 20 Chamber of Commerce bldg., Baltimore, Md.

2.—Illinois, Iowa, Wisconsin: H. B. Jackson, agent, 202 Provident bldg., Chicago, Ill.

3.—Arizona, Texas: E. F. Newing, agent, Galveston, Tex.

4.—Minnesota, North Dakota, South Dakota, Montana: F. L. Carey, agent, Chamber of Commerce, Minneapolis, Minn.

5.—Colorado, Kansas, Utah: D. F. Piazek, agent, Postal Telegraph bldg., Kansas City, Mo.

6.—Arkansas, Louisiana, Mississippi: C. B. Fox, agent, 1112 Hibernia bldg., New Orleans, La.

7.—Connecticut, Delaware, Maine, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Rhode Island, Vermont: J. H. Barnes, agent, 42 Broadway, New York City.

8.—Nebraska, Wyoming: Chas. T. Neal, agent, Omaha Grain Exchange, Omaha, Neb.

9.—Indiana, Ohio, Pennsylvania: H. D. Irwin, agent, 304 Bourse bldg., Philadelphia, Pa.

10.—Idaho, Oregon, Washington: M. H. Houser, agent, Board of Trade, Portland, Ore.

11.—Alabama, Florida, Georgia, Missouri, Kentucky, North Carolina, South Carolina, Oklahoma, Tennessee: Edw. M. Flesh, agent, 626 Pierce bldg., St. Louis, Mo.

12.—California, Nevada, New Mexico: R. A. Lewin, agent, 343 Sansome st., San Francisco, Cal.

The New York office is the headquarters.

Can Store More than 30 days.

The St. Louis branch of the U. S. Food Administration on Sept. 5 issued the following bulletin:

Many country millers have wheat on storage for account of farmers, which is now being pressed for sale. Under the thirty days supply clause these millers find themselves unable to buy this wheat because its purchase, together with the wheat they already own, would bring their total beyond their thirty day requirements.

Special ruling just received from central office says: "Tell millers to buy this stored wheat and application for special permit will be promptly sent them." Let every miller then who is thus situated advise this office immediately, of the amount he takes from the farmer under this ruling, remembering that it covers only such wheat as is actually in his warehouse or elevator at this time.

Many country elevator operators also "have wheat on storage for account of farmers, which is now being pressed for sale."

Why deny them the privilege granted to millers of buying this wheat and storing for more than 30 days?

ADVICES from Western points indicate a much smaller movement of oats than was expected at this time, but threshing returns indicate a crop of record size, which when moving freely must ultimately cause lower prices to rule.—L. W. Forbell & Co.



F. L. Carey, Minneapolis, Minn.
Agent Food Administration.

THE SANTA FE has distributed \$357,000 among the banks for seed wheat purchasers in western Kansas, northwest Oklahoma and northwest Texas. The local bankers will loan the money to farmers at not to exceed 8% interest, without commissions.

TEN THOUSAND seamen, firemen and cooks on vessels of the Lake Carriers' Ass'n began a referendum vote Sept. 10 on a proposition to strike Oct. 1. The seamen ask recognition of the unions and an increased wage scale. About 4,000 seamen are involved; an equal number of firemen and about 2,000 cooks. About 3,000 deckhands will be thrown out of work if the strike occurs.



C. B. Fox, New Orleans, La.
Agent Food Administration.

The Care of Wagon Scales.

BY A. M. SMYTHE.

The grain dealer's wagon scale is in direct communication with his bank account, and upon the testimony of the scale he pays out thousands of dollars each year, relying solely upon the evidence submitted by the scale for his information as to the amount of money which should be paid to each customer.

The scale must be an honest witness; it must tell the truth, the whole truth and nothing but the truth. If it does not do so it causes the dealer to pay for grain which he does not receive, or it robs the farmer of money justly due him.

The members of the grain trade realize all these things, and they are constantly striving to correct the defects which are known to exist.

The first step in achieving scale correctness is to purchase a scale made by a manufacturer whose ability and reputation assure a reliable machine. The work of installing the scale should be done under the direction of a mechanic familiar with the requirements, and the maker's suggestions and instructions should not be disregarded. A good scale, properly installed, may easily be given the care which it requires if a few of the most important factors which enter into this care are kept in mind.

The scale pit must be kept clean and as nearly dry as possible. If it has been properly built, a drain will be provided. Every scale pit should have a concrete floor, as well as concrete walls and foundation piers. Then, if there is a man-hole for gaining access to the pit there will be no excuse for not cleaning it frequently. All dirt should be brushed from the bearings and other iron work in order that the ravages of rust may be reduced to a minimum.

Many scales have what are called "checks," consisting of iron rods with loops at each end. The object of these checks is to retain the bearings directly over each other and still to allow the scales to oscillate and hang plumb. They should be kept loose at all times.

All scales are provided with a steel-yard rod. This connects the beam with the levers of the scales, and it should have plenty of clearing where it passes thru the floor, and should be plumb.

Testing of scales should be done as often as possible, by a proficient scale man, and with sufficient test weights. The larger the scales the more test weights are needed. When scales are out of adjustment it means that the multiple is no longer correct. If they give an error of 2 lbs. on 1,000 lbs. it will amount to 8 pounds on 4,000 lbs. One ton of sealed test weights should be used to test a wagon scale, and tests should be made both when the scales are empty and when they are loaded.

The platform should be kept as clean as possible and it should have at least $\frac{1}{2}$ " clearance on all sides. The platform itself should always be kept in good repair, worn out boards being replaced promptly.

It is gratifying to note, as one travels about the country viewing many elevators and their surroundings, that wagon scales are receiving much more care now than formerly, and this condition gives reason to expect that a greater interest will be taken in them in the future. It is purely a matter for each individual to solve for himself, but it is true, nevertheless, that he needs the assistance of those who are in position to become well informed as to the things which he may do to elimi-

nate the causes of incorrect weighing. This assistance is becoming more readily available as manufacturer and user come to understand each other better, and as each becomes more willing to accept his part of the responsibility for accurate weighing facilities.

W. L. Richeson in New Position.

W. L. Richeson, for 18 years Chief Grain Inspector and Weighmaster of the New Orleans Board of Trade, has resigned that position to become the New Orleans manager of the Wheat Export Company, which is the buying corporation for our European allies.

Geo. S. Colby, who has been Mr. Richeson's assistant for 14 years has been elected to the post of Chief Inspector and Weighmaster, taking up his duties Sept. 1.

Mr. Richeson has had a wide experience in the grain trade, notwithstanding he is comparatively a young man. He went to New Orleans from St. Louis in 1897 to operate one of the old elevators owned by the Illinois Central R. R. Co. The house was dismantled when the company built the Stuyvesant Docks and elevators, and soon afterward Mr. Richeson became chief grain inspector for the Board of Trade.

His choice for the position which he now holds is a compliment to the high qualities that Mr. Richeson has so strongly exemplified as Chief Inspector and Weighmaster, and in selecting him the high standard of efficiency that has been shown by his department in the handling of the cereal crops of the country has received official recognition.

In the time that he has been at work in New Orleans he has made for himself an enviable reputation as a grain inspector and as a business man. Wherever there are shippers who have sent grain to that market there also are to be found men who have every confidence in the ability and integrity of W. L. Richeson.

AUGUST WEATHER had a disastrous effect on British crops. Heavy rains early in the month beat down the cereal crops and reaping had to be done by hand.

THE BUREAU OF MARKETS of the U. S. Dep't of Agriculture has stated that the bi-weekly market reports for grain, seed and hay for the middle Atlantic states will be issued from various division points, and mailed to persons in the territory tributary to each of those points on Saturday night so that they may reach their destination by the following Monday morning. Anyone who desires to receive the reports more quickly can obtain them, or any part of them in which they are interested, by telegraph, if they will pay the charges.

Death of A. M. Woodward.

A. M. Woodward, a prominent Minneapolis banker and grain dealer, died suddenly at his home in Minneapolis Aug. 30. Mr. Woodward was born in Newcastle, Ind., in 1852, and he moved to Minneapolis while a young man. He was one of the city's pioneer grain dealers, having been the organizer of Woodward & Co., which was succeeded in June, 1916, by The Woodward-Newhouse Co., of which Mr. Woodward was vice-pres. until his death.

He was for years a member of the Chamber of Commerce, and had served the organization in various capacities. A portrait of Mr. Woodward is reproduced herewith.

Closing Wheat Pit Pleases Germany.

The correspondent of the New York World, cabling from Stockholm, states that the United States government's decision stopping the wheat pit has created something of a sensation, not only in Germany's "big business" circles, but among economic experts and in high military quarters.

The following is a representative German expert view:

"North America has exhausted its wheat reserves for the second time. It has a wheat crop which might cover its own requirements with a small surplus, but will hardly cover the requirements of Europe—certainly not without the utmost limitation of America's home consumption. Such a limitation would be possible only by greatly forcing up the cost of wheat bread, thus making consumers turn increasingly to corn as a substitute for dear wheat.

"The high cost of bread has caused the American government great anxiety because it prepares the ground for agitation against the war. Now dealings in futures have been forcibly suppressed because the quotations of free trading in the Chicago wheat pit remorselessly reflected the growing earnestness of the situation."

ENGLAND and Wales plan to use more than 2,000,000 acres of grazing land for the planting of grain. The agricultural program indicates that cattle are to be sacrificed for grain in the present emergency, and that the end of the war will find England almost wholly dependent upon America for the solution of the meat problem.

A SCRAMBLE developed in the trade in wheat at Kansas City Sept. 1, when the Food Administration suspended operation of its plan for a day. For one car of choice turkey wheat there were 22 different buyers; and the car was finally raffled off, the holder of the lucky number obtaining it at \$2.16. The raffle was resorted to when it was indicated that an offer of a price higher than that fixed by the government, or the demand of a higher price, would be considered an "unfriendly act."

THE MANUFACTURE of whisky ceased, for the period of the war, at 11 p. m. Sept. 8. While the law provides that alcohol may be made for industrial purposes, the liquor men assert that only those distilleries which are located so as to get favorable freight rates on coal and corn will be able to make industrial alcohol at a profit. It is also said that had not the demand for whisky, and its market price, increased considerably, there would have been very little made until the price of corn drops.



A. M. Woodward, Minneapolis, Minn., Deceased.

Nebraska Dealers Plan Organization.

A meeting was held in the Lincoln Hotel, Lincoln, Neb., Sept. 4, by a number of grain dealers of Nebraska for the purpose of considering more fully a plan which had recently been formulated with the object of forming a state ass'n of grain dealers.

J. A. Schoenthal, of Lincoln, who had previously been elected temporary chairman, called the meeting to order, and announced that J. A. Smith of Ulysses, temporary sec'y, had found it impossible to be present. C. C. Sheldon of Columbus, was appointed to act in his place.

In stating the object of the meeting, Chairman Schoenthal mentioned the growing feeling upon the part of the dealers thruout the state that an organization would be desirable, stating specifically some of the matters which should have attention. One of the most serious matters, he said, in recent times, has been the troubles experienced by the dealers because of farmers defaulting contracts. The purpose of the proposed ass'n, he pointed out, would be to provide social benefits, to make possible a closer acquaintance between the members of the trade, to better inform the dealers themselves and their farmer patrons as to conditions under which all must labor, and to provide an office in charge of a sec'y who could give his time to the work of the ass'n and assist com'ites to handle the various phases of ass'n work. He closed his statement of the purpose of the meeting by inviting open and free discussion.

Lee Wilsey, Lincoln, who had been sent by the com'ite to Des Moines, Ia., to confer with Sec'y Geo. A. Wells of the Western Grain Dealers Ass'n, said that he had received a great deal of information from Mr. Wells and that it was the opinion of that gentleman that Nebraska dealers should have an organization. He spoke at some length upon the work which has been done by the Western Grain Dealers Ass'n, giving an outline of the plan of some organizations similar to the one proposed for Nebraska.

"In thinking of ass'n work," he said, "I have been reminded of a trip which I made thru Kansas into Oklahoma in 1900. At that time the grain trade in Kansas was demoralized and I could see the difference in the elevators themselves as soon as I crossed the Nebraska-Kansas state line. Now, after nearly 20 years of ass'n work in Kansas, she has gone ahead while we have been slipping backward. I do not know that it is wholly due to the fact that Kansas dealers have organized to accomplish good for themselves and their patrons, while Nebraska has drifted along, but I think this offers a plausible explanation."

E. F. Real, Grafton: I am in favor of an ass'n, and I think the general sentiment thruout the state is favorable to it. I have had 60 lb. wheat go to market and grade No. 4 with a discount of 1c to 2c below the price for No. 2. Now, under prices established by the government, the uniform discount on No. 4 would be 7c, notwithstanding the fact that there is a great deal of difference in wheat even tho the grade be the same. I think an ass'n should handle such matters, endeavoring to secure a working basis which would be fair to all.

J. R. Wilson, Pickrell: I am here to look on, to listen and to learn. I might express my sentiments by saying that in union there is strength.

John Higginbottom, Bennett: I am heartily in favor of ass'n, for I realize that it will be good for both the dealer and the farmer.

The dealers were told something of the need for organized activity upon the part of the grain trade to combat the efforts of the railroads to induce the Interstate Commerce Com'n to grant them a favorable ruling upon the matter of shrinkage of grain in transit and in the rules for handling claims for loss of grain in transit. The shrinkage hearings at Omaha, Minneapolis and Chicago were mentioned, and the statement made that a Nebraska ass'n could find opportunity for useful work in assisting the other ass'ns to protect the interests of the shipper in such matters as this.

J. S. Delaney, Bellwood: I think the ass'n should center its efforts on one or two points and not scatter its forces too much. I believe that if too much is undertaken it will have the effect of making the work less valuable. As to transportation matters, I can say that we have studied the cooping of cars until we do not know how we can possibly do better, our scales receive careful attention and still we sometimes have bad shortages, even when seal record and physical condition show to be O. K. Sometime ago we sent a man to Omaha to see how grain is handled there, and we now feel that those mysterious shortages are to be laid at the door of the carriers. He found that the Burlington, at least, has kept men there to examine cars in the yards and repair leaks before the cars go to the elevators to be unloaded, and that there is a systematic sweeping of cars which nets considerable grain to the sweepers.

Some of the dealers expressed the belief that Nebraska laws and court rulings would not permit the organization of an ass'n of grain dealers. In replying to a question based upon this possibility, Chairman Schoenthal said that when the matter had first been suggested to him he immediately conferred with the Attorney General and with the U. S. District Attorney, making a statement of the case to those gentlemen and asking for opinions upon it. In each case he had been told that there can be no legal objection to the organization, so long as it confines its activities to the things which are not discountenanced by the law; but that any attempt to fix prices would meet with trouble.

It was moved that the temporary organization be made permanent in the form of an ass'n to be known as the Mid-West Grain Dealers Ass'n. An accepted amendment to the motion provided that a vote upon it should be by roll call.

The vote resulted as follows: For the motion, 19; managers of farmers organizations favoring the motion, but not authorized to commit their companies, 5; not decided, 3.

Upon motion, the chairman was instructed to appoint a com'ite to act with him in drafting a constitution and by-laws for the ass'n, and to submit the same to the grain dealers in the state for ratification. Chairman Schoenthal delayed the announcement of the personnel of this com'ite until he might have opportunity to give the matter the study which its importance required, and later appointed the following men: E. F. Real, Grafton; John Westrand, Laurel; Lee Wilsey, Lincoln; and C. C. Sheldon, Columbus.

In view of the immediate need for funds to use in perfecting the organiza-

tion, it was the sense of the meeting that a decision should be made as to the dues which would be charged. Upon motion, the schedule of charges was placed at \$3 for membership fee, with annual dues of \$12, payable quarterly in advance.

By further action, those present were invited to make payments of the membership fee at once, and the sec'y received several checks.

In an informal discussion, a majority of the dealers present expressed themselves as opposed to the proposed increase in com'n charges at Omaha, and to the proposed rule which would have for its purpose the requirement that all grain moving thru Omaha be sold upon Omaha weights, thus discontinuing the practice of making sales on shippers' affidavit weights.

The meeting adjourned to be convened again when necessity or occasion shall require.

Peter A. Diehl, Chief Inspector of the Lincoln Commercial Club Inspection Dep't, was present with some of his laboratory apparatus and with samples of grain. He addressed the dealers on the subject of federal grades, demonstrating the methods employed in analyzing and grading grain.

After Mr. Diehl's demonstration a dinner was served in the Garden Room of the Lincoln Hotel. As a meal it was excellent, and as a banquet it was unique. There was no set program, and no oratory; just business (the business of eating).

Those present included: J. E. Armstrong, Scotts Bluff; F. J. Bahr, Broken Bow; A. T. Baldwin, Milford; Wm. Burk, Hallam; E. E. Day, Weeping Water; J. S. Delaney, Bellwood; John A. Dobbs, Beatrice; J. A. Egbert, Glenvil; Mr. Ewart, Lincoln;

Chas. Gemzler, Goehner; H. R. Gordon, Sterling; P. H. Gumpton, Oxford; J. Q. Herrold, Tamora; John Higginbottom, Bennett; John Hofseth, Farwell; Amos Kilgore, Ulysses; Harry Lewis, Ulysses, John McQuillen, Ponca; C. A. Moore, Princeton; C. S. Murfin, Wabash; J. M. Murphy, Bethany;

C. B. Nance, Davey; H. G. Otto, Tobias; Alfred Palmer, Ulysses; H. O. Peterson, Randolph; W. J. Reid, Dorchester; E. F. Real, Grafton; J. A. Schoenthal, Lincoln; J. G. Schwartz, Hallam; C. C. Sheldon, Columbus; M. W. Spence, Beaver Crossing; Geo. Trunkenbolz, Eagle; P. W. Ward, Ulysses; J. L. Welsh, Omaha; J. C. Welch, Daykin; I. L. Westover, Ulysses; John F. Westrand, Laurel; Lee Wilsey, Lincoln; and J. R. Wilson, Pickrell.

GOOD-NIGHT, but not good-bye. Wheat futures will come back after the war is over. Present arrangement would not be welcome in peace. Government would have to support corn, oats, cotton and all other farm crops. World competition will be revived. Russia, Argentine, Australia, India and other exporters would open up and ocean freights soon be normal. Present food bill was endangered when they talked of including cotton. South howled. Cotton was dropped. Iowa raises only 3,000,000 wheat, but 417,000,000 of corn. How long would they tolerate a bill which did not support corn? Grain dealers and millers have hundreds of millions invested. They are gracefully making war sacrifices now, but would strenuously object in times of peace. Average dealer and miller need help. Some of the large ones do not. Would lack of futures lead to monopoly?

C. A. King & Co., Toledo, O.

Validity of North Dakota Grain Grading and Inspection Law.

If anyone in the grain trade finds the new grain act of North Dakota unjust or burdensome it is likely a ruling holding it invalid can be obtained by carrying a suit to the Supreme Court of the United States, in view of the dissenting opinion by Justice J. E. Robinson of the Supreme Court of North Dakota in the recent test case of *Gaulke v. Turner*, from which we take the following:

As my dissent shows, the bill in question is void. It does contain more than one subject and the subject is not expressed in its title. The leading subject is: "An Act Creating a Uniform State Grade for Wheat, Oats, Barley, Flax and other Grains." Now to argue that the act in question does create or attempt to create a uniform grade, or any grade, is to argue against the plain words of the act. It is much worse than to argue that the three included angles of a triangle are not equal to two right angles. The title calls for an act creating a uniform grade, but the act itself only purports to authorize some party to create a grade. When we read that the Lord created the heavens and the earth, it means that he did the creating and not that he authorized Adam to do it. Adam did merely the naming.

The act is a long, ill-constructed, ungrammatical, multifarious, hodgepodge document. It was Senate Bill 314. Without any consideration the bill was rushed through toward the close of the last session of the legislature. It was not read at length as required by the constitution.

Section 63. Every bill shall be read three separate times, and the first and third readings shall be at length.

Section 61. No bill shall embrace more than one subject which shall be expressed in its title.

If we may amend the title by a reference to the body of the act, contrary to the decision of this Court in 11 N. D. 514, we may as well say it should be entitled thus: "An Act to Create a Huge Grafting System and to Deny Farmers the Right to Sell Their Grains Without Paying to Some Inspector an Unknown and Unlimited Graft on Each and Every Load."

As there can be no sale without a purchaser, the denial of the right to purchase is a denial of the right to sell. The graft is such a sum as may be fixed by the chief inspector and his deputies without consulting any seller of grain. It may be fixed at ten cents or one dollar on each load of grain. The inspector is given the discretion and it is not subject to review by the courts.

In marketing a load of grain the farmer has no time to adjust the graft. He must pay whatever is demanded, tho it be a gross imposition. The act gives him no protection. The rates are to be fixed by those who profit by the graft. The farmer who hauls his grain to market may have to haul it home again, as he has no guarantee of finding a deputy inspector.

The first section of the penal clause reads thus: "It shall be unlawful for any person operating a public warehouse to purchase, weigh, grade or inspect grain or seed, who is not a licensed deputy inspector. Provided, that any person without a license may buy any article that has been graded, weighed and inspected by a deputy state inspector."

The right to purchase without inspection is not forbidden only to: "Any person operating a public warehouse."

But as the act does purport to give the commissioners and the inspector a legislative power they declare that it is unlawful for a trackbuyer to purchase grain without inspection by a deputy, and thus the trackbuyer is put out of business, unless he can purchase a license as a deputy inspector. That does away with competition which has been of great value to the sellers of grain.

The deputy inspector and weigher must have scales to weigh. In all grain elevators the weighing scales are on the main floor, which is commonly from five to six feet above the level of the ground to give place for a grain pit under the floor. The farmer drives his load onto and off the main floor by going up and then down an incline of about fifteen per cent. When the load and wagon are weighed, the grain is dumped into the pit under the main floor and the wagon is weighed, and the differences gives the net weight. No man drives a load of grain up and down the inclined plane, sells it to a trackbuyer and then drives up and down

the plane to have his wagon weighed. If he should undertake to do it, he might be forced to wait an hour for every weighing. And in driving his loaded wagon down the inclined plane he might find it very dangerous. The trackbuyer must go out of business if he cannot weigh on scales of his own, or city scales, or on some private scales.

The grower of grain is not a chump or a dolt. In grain matters he does not need a guardian. He may have scales of his own; he may weigh on the scales of a neighbor. He may weigh his grain by measuring it in the wagon box. He may ascertain the proper dockage by measuring and weighing and cleaning a bushel of grain. When a man lives by growing and handling grain, he soon learns how to grade it, to measure it and to weigh it, but how may he sell his grain if the law makes it a crime to purchase it.

Now, under the plain words of the state constitution, every person has a right to acquire and dispose of property and to purchase and obtain safety and happiness. He has a right to buy and sell grain without paying a graft to any one. The graft on the inspection and weighing of a load of grain may be ten cents or it may be one dollar. The act does not limit the amount which may be fixed and demanded. The constitutional validity of the statute is to be determined by what may be done under it by the worst set of grafters.

The right of a person to make fair and honest contracts of sale or purchase cannot be legally hampered by any arbitrary actions of third parties. The legislature may not delegate to a third party the right to fix the terms and conditions on which a farmer may sell or buy a load of grain.

So far as the act provides for the state aiding and mixing into private grain business, it is in conflict with this section of the constitution.

Sec. 185. Neither the state, nor any county, city, town, school district or any other political subdivision shall loan or give its credit or make donations to or in aid of any individual, association, or corporation, except for the necessary support of the poor.

For these several reasons the act in question is clearly void.

New Prices for Grain in U. K.

The new scale of maximum prices for all grains grown in the United Kingdom, as ordained by the Food Controller of England, has been received by the U. S. Food Administration.

The new prices became effective Sept. 1, and will apply to all home-grown grains of the 1917 crop.

The price fixed for barley is uniformly \$15.06 for a quarter of 448 pounds. For wheat he has fixed the quarter at 504 pounds, and for oats at 336 pounds. Following is a list of maximum prices per quarter for the months given:

Delivery—	Wheat & Rye.	Oats.
Before Dec.	\$17.74	\$10.62
Dec.-Jan.	17.98	10.86
Feb.-March	18.22	11.10
April-May	18.52	11.34
June on	18.76	11.64

The new prices are lower than those ordained in April. The April price decreed on wheat, which has since prevailed, was \$2.34 per bushel as against \$2.10 in the new prices.

The ascending scale of the price of grains in the new order is in contrast to the downward scale recently ordained on live stock.

England is now putting 2,000,000 acres of grass land into grain. This is being done at a sacrifice of the herds of the kingdom, and is in line with the policy being carried on in France and Germany, where live stock is also being sacrificed to the necessities of present day war demands and for an increased grain production.

This condition can admit of but one interpretation, and that is that the live stock and dairy problems, after the war, are to be left largely to the United States, while all the countries of Europe are being put upon a basis of increased grain production, with greatly depleted herds of all kinds of food and dairy animals.

Sept. 18 Date for Shrinkage Hearing.

On Sept. 18 there will occur an event of the greatest importance to the grain shippers of the country. On that day Examiner Wilson of the Interstate Commerce Com'n will begin another hearing in the Federal building at Chicago for the purpose of taking testimony bearing upon the shrinkage of grain in transit, as well as upon the whole matter of claims for loss of and damage to grain in transit.

In July Examiner Wilson conducted hearings at Omaha, Minneapolis and Chicago, and the railroads appeared with voluminous evidence which, if left uncontroverted, could only lead the Com'n to believe that there is no such thing as a reliable shippers' weight. This evidence was handpicked by the high-priced attorneys who appeared for the carriers, and only such as helped to uphold the carriers' contention was introduced. Not a single instance was given of any shipper's weights being reliable; all the evidence presented showed very bad weighing conditions existing at country elevators.

The shippers were almost without representation at these hearings, and as the railroads monopolized the whole available time little was introduced to show the shippers' side of the controversy.

It now becomes the duty of the shippers to take advantage of the opportunity which is offered, and prepare to protect their interests. It is quite probable that no other hearing will be held prior to the announcement of an opinion by the Com'n. This, then, is the time for action, and there must be no delay.

Italy Fixes Maximum Prices for Cereals.

Maximum prices for cereals produced in Italy from the crop of 1918 have been established by the government. These prices are to be observed in the requisitions made by the military authorities, or for the needs of the civil population, as well as in ordinary dealings, and are as follows: Soft and medium wheat, 52 lire per net quintal (quintal=220.46 lbs.; lira=\$0.193); hard wheat, 60 lire; maize, 38 lire; oats, 38 lire; barley, 43 lire; and rye, 43 lire.

These prices are for goods stored in the warehouse of the owner, put in sacks at the expense of the owner, the bags and string being provided by the buyer.

For deliveries after Aug. 1, 1918, at these prices, the following increases per month are to be calculated in addition: For wheat, soft, medium and hard, 30 centesimi (5.79 cents) from Aug. 1; for oats, barley and rye, 20 centesimi; for maize, 20 centesimi. These are for every month.

For the purpose of extending the cultivation of wheat, other cereals, vegetables and edible shoots in the crop year 1917-18 by farmers in the provinces of southern Italy and the islands, who will assume the obligation to employ additional acreage for cultivation over that of 1916-17 in a single farm, agrarian credit banks especially authorized by law are permitted to grant subsidies not exceeding 70 lire per hectare (2.47 acres) of increased acreage for the fulfillment of labor necessary for the preparation of the land. When this acreage is to be used for wheat or other cereals the seed also may be furnished.

Freight Wreck Damages Mill.

The photograph reproduced herewith shows the havoc which was wrought at the plant of the Alma Grain & Lumber Co., Alma, Mich., when a double header Pere Marquette freight train traveling at a speed of about 18 miles per hour struck a switch that had been left open by a careless switchman.

The private side track of the Grain Co. was filled with cars, and the freight train crashed into them. The moving train came to a stop, but the cars on the spur were sent forward with such momentum that the foremost, which was being loaded, was pushed thru the brick wall of the elevator, taking with it a long platform extending along one side of the building.

Fortunately, no one was hurt in the wreck, but the building was badly damaged.

This incident recalls others of similar nature, where the negligence of a railroad employee has caused a train to crash into an elevator or mill, always with more or less damage, for which the railroad company refused to pay, taking refuge behind the lease provision which exempts it from liability for damage to buildings or persons which occurs, by reason of its negligence, on the premises leased. In this case the Pere Marquette is acting quite differently. It is going to rebuild all walls and stand all loss.

It is an unfair advantage which the railroads thus take, because the logical place for the location of an elevator is upon the side track most readily accessible to the switch engine, and when there is a sufficient extent of railroad land available for the buildings it seems an economic loss to buy other land upon which to build, the building of additional trackage being made necessary.

However, the only safe course open to the grain dealer is to build on his own ground. If he leases a portion of the right-of-way from the railroad company he will be forced to sign a contract which is wholly favorable to the carrier. The provision with respect to damage which

the railroad may do to the buildings is but one phase of the matter, and they assume an identical attitude thruout.

The railroad companies build their own facilities for taking care of almost every other class of freight; grain dealers are the only shippers who provide bulk-handling depots free of cost to the carriers. Yet, the carriers are not willing to assume the same responsibility toward the grain shipper who builds upon their right-of-way that they are forced to assume when he builds upon private land.

Grain dealers who find that they must sign such an unfair contract in order to secure the right to use railroad land should promptly dismiss all thought of using the right-of-way, build upon land over which the carrier has no control, and have a track extended to serve their plant. Then if a careless railroad employee allows a car to run amuck and wreck the plant the claim agent of the railroad will not be so haughty, when the amount of the damage is determined.

Claims for losses due to fires started by locomotive sparks are always contested by the railroad when the elevator is built on the railroad right-of-way, and some railroads are now drawing leases which hold the elevator owners liable for all damage to property or injury to persons on the leased ground, even tho the direct result of carelessness on the part of railroad employees. The provisions of the lease are so unfair they must have been drawn with a view to driving the country elevators off the railroad right-of-way.

THE GRAIN GROWERS EXPORT Co. has placed its entire staff and business organization in New York at the disposal of the Wheat Export Co., Inc., without remuneration other than salaries and operating expenses. On and after Sept. 1 the Grain Growers' Export Company, Inc., will transact all business and contracts covering purchases of oats for and in the name of the Wheat Export Co., of New York, buying agent for the Allies.

Elevator Observations.

ONE-HALF OF ONE PERCENT seems a small portion, indeed, as one considers it as an abstract quantity. And it is slight; until it is applied as a term to represent a definite percentage of foreign matter which is found to be present in a sample of wheat. If the car contains 1,000 bus. the $\frac{1}{2}$ of 1% becomes 5 bushels, and 5 bushels in this day means \$10, or more. No longer is it small. I spent a pleasant few minutes, today, as I watched a federal inspector while he analysed a sample of wheat preparatory to placing a grade upon it. The quantity of weed seeds, weed stems, dirt, cracked grains of wheat, and all the other things which go to make up "dockage" seemed too small to be given consideration. Yet it represented exactly $\frac{1}{2}$ of 1%. As I saw the result of his work there came to me the thought that the country grain dealer who attempts to "guess" his way along the path of the U. S. Standards for wheat and other grains will surely come to grief. The realization of the small amount of dirt, etc., which is required to make $\frac{1}{2}$ of 1% will come as more than a mere surprise (as it came to me today), but it will come as a jolt to his bank account, a thing more difficult to recover from than mere surprise.

SOMEBODY'S OATS have been sacrificed to a use for which they were never intended, inasmuch as they have been used to supplement the ballast on one of the Burlington's tracks thru the yards in Aurora, Ill. I do not know whence they came, but I am certain that I do know whence they have gone, and that is back to Mother Earth with no opportunity having been given them to appear on some breakfast table or in the manger of man's faithful servant. It appeared that a car had been leaking badly at some point along its center line, for the grains were scattered thickly in the middle of the track, and I can not say how far the line extended, for I could not see an end to it in either of the two directions as my train moved along on a nearby track on the evening of Sept. 2. It would be of service to the shipper if I were able to state the number of the car which thus leaked, but I do not know that I even saw the car. Perhaps the carrier will report it to the individual who is interested, but that will in no wise alter the fact that good oats were permitted to be wasted as a car was moved along the track; nor, if a trainman or yard employee saw the leak, does it relieve him of the blame which should fasten upon him because he did not make the necessary repair.

HOW can the manager of a grain business, who confesses that he does not know the amount of the corporation's capital stock, know enough about the business under his charge to conduct it successfully? A set of books for any business can not be opened properly unless the amount of money invested in the business is used as a foundation upon which to build. It must be recorded, if the work is done correctly; and the fact that it is not shown, and that it is unknown to the man who is responsible for the success of the business, gives reason to believe that he does not know a great many other things of equal importance. Among these other things might be mentioned the number of bushels which he handles, the cost of operation, the condition of his scales, the grade of each parcel of grain which he buys, and he can hardly be certain whether he is making a profit or losing money.



Wreck of Mill by Freight Train at Alma, Mich.

Seeds

BRANDON, COLO., Sept. 1.—Milo and kafir fair.—Brandon Mill & Elevator Co.

MOUNT PLEASANT, MICH.—Harris Bros. Seed Co. has increased its capital stock to \$250,000.

PRINCETON, IND.—A. F. Strain, successor to Strain Bros., has removed his business to a new location in this city.—C.

WILLINGTON, S. C.—The National Agricultural Ass'n has been incorporated with \$100,000 capital stock, to deal in seeds and insecticides.

THE SEED WHEAT campaign of the Kansas Council of Defense has been abandoned, as only \$60,000 of the \$2,000,000 needed was raised.

MILWAUKEE, WIS.—Over 50 shippers of dried peas were the guests of the Wisconsin Seed Co. Aug. 28 at a banquet at the Republican House and following cabaret and theater party.

CALDWELL, IDA.—B. M. Holt, F. L. Lilly and J. P. McClure of this city have organized the Pacific Seed & Grain Co. to handle all kinds of seed and grain, in a building erected by Mr. Holt.

AUSTIN, TEX.—A resolution was introduced in the Texas House recently by Representative Terrell requesting Congress to furnish seed and feed to the drouth-stricken farmers of west Texas.

SKIDMORE, MO.—We are planning to rebuild our elevator and are also making plans for a new seed house to handle all kinds of grass seeds as well as our growing seed corn business.—Kellogg Seed Co.

TOPEKA, KAN., Aug. 29.—Based on 100 as representing satisfactory development, the state's 1,448,000 acres of kafir is rated at 70; the 369,000 acres of milo at 61; the 231,000 acres of feterita at 60; and the 777,000 acres of cane at 64.—J. C. Mohler, sec'y State Board of Agriculture.

THE BARKEMEYER GRAIN & SEED CO., Great Falls, Mont., has registered as trademark No. 104,832 a device consisting of a circle and scroll with a representation of a portion of a glacier in the circle and the word Glacier printed on the scroll, to be used in connection with seeds. Use is claimed since Feb. 8, 1917.

AMENDMENTS to commission rules of the Milwaukee Chamber of Commerce were adopted Aug. 29, making charges now in effect as follows: Flaxseed, carloads, 1% of gross proceeds; when price exceeds \$2.00 per bu., 2c per bu.; less than carloads, same as above with minimum charge of \$2.00. All grass seeds, except clover, less than carloads, 2%; carloads, 1½%. Clover, less than carloads, 1½%; carloads 1%.

SENATOR MYERS has introduced in the Senate a bill proposing to appropriate the sum of \$1,000,000, or so much as may be necessary, for the purpose of buying seed wheat, to be sold by the Sec'y of Agriculture to indigent homesteaders and other indigent farmers in arid or semi-arid regions of the United States, or homesteaders or other farmers in any such region, who are not able to supply themselves with an ample supply of seed wheat for fall sowing, on land owned, possessed or occupied by them, during the fall wheat-sowing season of the year 1917. The seed is to be sold at cost and on credit on such conditions as the Sec'y of Agriculture may prescribe.

SWEET CLOVER seed will be given free to anyone who will harvest it on the right of way of the Illinois Central Railroad, says Dairy Extension Agent Matthews of that company. "We feel it is to our interest to assist in any way possible the development of the dairy industry. The Illinois Central Railroad Company is going to demonstrate on its right of way sweet clover and alfalfa. We believe that sweet clover is a very valuable crop to grow."

THE COSSACK ALFALFA is a good variety. It's a highly desirable alfalfa from the standpoint of yields and hardiness. But there are other good alfalfas as well. Our Ass'n will save thousands of dollars to farmers of this state by heading off the attempts of those who are spreading information that there is only one alfalfa that does not winterkill in Wisconsin in order to sell seed of this one variety at fabulous prices. Such schemes are not very conducive to the expansion of the alfalfa acreage of the state.—L. F. Graber, sec'y Wisconsin Alfalfa Ass'n.

BISMARCK, N. D.—Oscar H. Will, pioneer seedsman, died Aug. 26 after an 8-months' illness resulting from general breakdown. Mr. Will came to North Dakota in 1885, when 25 years old, and took up a homestead near Menoken. Two years later he established a nursery which developed into a seed business. He was successful in developing varieties of corn that extended the corn belt northward. The widow, a son, Geo. F. Will, and daughter, Mabel, survive him.

CHICAGO, ILL.—The following new schedule of fees effective Sept. 1 has been adopted by the directors of the Board of Trade, for sampling of bulk and sacked seeds by the Department of Grain Sampling and Seed Inspection: Timothy: 1 to 5 bags, .25; 6 to 15 bags, .40; 16 to 30 bags, .60; 31 to 60 bags, .75; 61 to 125 bags, 1.50; 126 to 200 bags, 2.25; 201 to 300 bags, 3.00; 301 to 350 bags, 3.50; 351 to 425 bags, 4.25; 426 to 500 bags, 5.00; 501 and up 1¼c per bag; bulk seed, 1.00. Clover and other seeds: 1 to 5 bags, .25; 6 to 15 bags, .50; 16 to 30 bags, .60; 31 to 60 bags, 1.00; 61 to 100 bags, 1.50; 101 to 125 bags, 1.75; 126 to 160 bags, 2.25; 161 to 175 bags, 2.50; 176 to 200 bags, 2.75; 201 to 225 bags, 3.00; 226 to 250 bags, 3.25; 251 and up, 1½c per bag.

TOLEDO, O.—Sixteen or twelve dollar seed. Which? Ask Jupiter Pluvius. Much will depend on the water pressure during September. Crop still late. Some bulls predict sixteen dollar seed. They are looking at the reduced acreage, bad spots

Imports and Exports of Seeds.

Imports and exports of seeds during June, compared with June, 1916, and for the 12 months prior to July 1, compared with the corresponding period of 1915-16 as reported by the Bureau of Foreign and Domestic Commerce, were as follows:

	IMPORTS.			
	1917.	1916.	12 mos. ending June 1917.	1916.
Castor beans, bus.	96,948	220,694	766,857	1,071,963
Flaxseed, bus.	1,123,731	1,602,119	12,393,988	14,679,233
Red clover, lbs.	377,682	555,816	5,971,267	33,476,401
Other clovers, lbs.	328,481	440,468	12,200,892	8,363,360
Other grass seed, lbs.	410,132	65,455	9,187,613	8,790,920
	EXPORTS.			
	1917.	1916.	12 mos. ending June 1917.	1916.
Castor beans, bus.	.....	.....	40	.....
Flaxseed, bus.	.....	.....	.....	17
Red clover, lbs.	.....	.....	2,240	46,113
Other clover, lbs.	.....	4,480	262,036	70,758
Other grass seed, lbs.	100	.....	260,136	8,296

and foreign situation. They expect no imports, first time in years. Some has been bought by foreigners hoping for an early peace. March corpse here has lost everything but the trunk, which is gradually changing hands. It is firmly held. Old prime at dollar under October looks cheap. It has held its color well and may be as good as new prime. October seed require new crop prime to fill contracts. Some expect a large Spring demand due to big winter wheat acreage. Peace would be bullish, but is not in sight. Some bears predict twelve dollar seed. They think there are enough good spots to make a fair crop. They think there is still some old seed left outside of Toledo.—C. A. King & Co.

TOLEDO, O.—Clover seed made new high records. Broke all records for the October. Thirteen dollars and forty cents was the record made a few years ago. Sold at \$14, which is only 22½ cents under the highest price paid for red clover since the Civil War. High record of \$14.22½ was made in February, 1912, for the March future. Many are trying to find a reason for the spurt to such a high level so early in the season. Most of the strength apparently due to over-anxiety on the part of shorts. When stampeded and they cover, something has to give. Owners of old prime carried over are cashing in some handsome profits. Usually it is the following spring before the old prime is wanted. This year they are getting their profits six months earlier. The rapid advance in futures made it possible. The old is still selling one dollar under October. Present price is purely speculative and based on the prospective short domestic and Canadian crop. The foreign demand only limited to transportation.—J. F. Zahm & Co.

RED CLOVER seed, known in Italy as "trifoglio violetto," is produced in quantities in the departments of Piedmont, Veneto, Emilia, Tuscany, Marches and Umbria. Of these departments, Emilia produces it in the greatest quantities, and the city of Bologna is the chief market and exporting center for this seed in Italy. Exports from that city have amounted to as much as 4,000 tons a year. In normal years exports from all Italy

Timothy Movement in August.

Receipts and shipments of timothy seed at the various markets in August, 1917, compared with August, 1916, were as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Chicago, lbs.	3,810,000	2,487,000	2,605,000	2,826,000
Milwaukee, lbs.	93,420	240,000	36,740	63,200
Cincinnati, bags	1,044	13,038	755	7,943
Toledo, bags	92	1,193	.....	.....

Clover Seed Movement in August.

Receipts and shipments of clover seed at the various markets in August, 1917, compared with August, 1916, were as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Milwaukee, lbs.	670,969	83,888	36,660	26,900
Chicago, lbs.	602,000	138,000	429,000	88,000
Cincinnati, bags	491	4,548	1,219	4,666
New York, bags	875	.....	1,027	.....
Toledo, bags	.....	137	.....	.....

*Includes timothy, alfalfa, and other grasses.

Flaxseed Movement in August.

Receipts and shipments of flaxseed at the various markets in August, 1917, compared with August, 1916, were as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Winnipeg	192,500	754,400	.....	.....
New York	101,600	174,000	.....	.....
Minneapolis	92,000	199,300	22,470	34,250
Chicago	52,000	57,000	9,000	.....
Milwaukee	14,520	13,000	.....	.....
Kansas City	13,000	2,000	6,000	4,000
Duluth	.....	174,677	.....	755,245

range between 4,400 and 5,500 short tons. The seed comes upon the market the latter half of August. According to information received from one of the greatest exporters in Italy, the 1917 crop will be very short, partly because of the dry weather, but more because the demand for forage led to cutting of the crop before the seed was ripe. The maximum amount available for export will not exceed 1,100 short tons. Warehouses are empty of old seed, but no prices for the new crop are quoted or will be until the seed comes to hand. Exports of seed are prohibited unless a special permit for export can be obtained from Rome. A tax of 2 per cent ad valorem is imposed when such permits are granted.—U. S. Consul F. T. F. Dumont, Florence.

BELFAST, IRELAND, Aug. 10.—We have now completed inspection of our ryegrass seed crop and are pleased to report there is a good average crop of fine, bright, heavy seed. The crop has been cut under ideal weather conditions. If these continue until the seed is housed, the quality will surpass anything we have had for some years. The acreage under dogstail is much smaller than usual. The quality of what is saved promises to be very fine.—McClinton & Son.

Selecting Seed Corn.

Seed corn selection should be made before the time of cribbing the corn. Much has been said about the advantage of going thru the field early in order to select the earliest ears, those growing on the best stalks and those attached to the proper place on the stalk. Many argue that corn selected at husking time is the best, because a long time for the full development of the germ is possible.

To determine the effect of the degree of maturity on the germinating power of the ears the department of soils and crops of Purdue University for five years made experiments in selecting corn at four different times.

Corn picked just before denting germinated 78.1 per cent; picked when just nicely dented, 93%; ripest obtainable when ready to cut and shock, 92.7%; ripest obtainable at husking time, 88.9%.

Further observations on the condition of the corn at the time of germinating it showed that the ears of the first and second selections had a large number of diseased grains on them. In addition, the kernels were not fully developed and frequently the grain was not solid on the cob and quite often the ears were chaffy. The third selection, or the ripest obtainable at shocking time, was solid, the grain well formed and almost entirely free from mouldy or diseased kernels. The fourth selection, or the ripest obtainable at husking time, was always quite good in quality.

The results of the experiment warrant the following conclusions by C. O. Cromer of the Purdue Experiment Station:

Seed selected before the corn has become dented does not produce a fully developed kernel. Its germination is low also.

The percentage of diseased kernels is highest in ears selected before denting.

The best time to select seed corn is after the corn has become well dented and before the first hard freeze comes.

One is liable to select some of the too late maturing ears, that have been injured by frost, if seed selection is delayed until corn husking starts.

Since no one knows how soon the first killing frost will come, it is acting one's

faith in preparedness to select the ripest seed obtainable early in the season.

Guaranty of Seed Is Not Guaranty of Crop.

Albert Slinger, a farmer of Clay County, South Dakota, brought suit against S. M. Totten, doing business as Totten's Vermilion Seed House, to recover damages for failure of seed corn to grow, and was given judgment in the circuit court, but on appeal the Supreme Court of South Dakota granted defendant a reversal.

Plaintiff alleges the following extract from the catalog constituted a warranty:

"* * * My seeds are all good, and I want every purchaser to know as near as possible just what he will get when he sends in his order. * * * All seeds are thoroughly tested. The value of tested seeds cannot be overestimated. You are assured that the seeds are vigorous and full of life, and, with normal conditions, you will get a perfect stand of plants that will be a pleasure to watch grow instead of a disappointment. I guarantee all seeds sent out from this house. All seeds are carefully tested by me before shipment is made. Therefore I am perfectly willing to guarantee a satisfactory test. Ten days after you receive the goods will be allowed for you to make a thorough test. Test them any old way you like and, if not satisfied, let me know and I will refund your money. Let me urge right here, it matters not from whom you buy, you should carefully test your seed. There is too much at stake for you to take any chances in this matter. All my seed corn is grown in Clay county, South Dakota. To get a good crop of corn, it is absolutely necessary to have good seed. It costs as much to prepare the ground, and is just as expensive to cultivate the ground for half a stand from poor seed as where you have a full stand from good seed, but the difference in the yield is greater than most people would think. Don't wait till spring and go to the crib and trust to luck; get busy now and test your seed and know. * * * We have used the greatest care in handling our seed and the tests we are now making show the good work done, as the tests run very strong. If seeds are not as represented and do not test out satisfactorily to you, we take it back and you get your money and no kicking. * * * Early Murdock. This is one of the grandest varieties of early corn ever offered, and one that will surprise and please any farmer who tries it. Stalks grow seven to eight feet high and set the ears about 3½ feet from the ground—an ideal height for picking. It is a very early kind, ripening in ninety to ninety-five days. It is a pure yellow, deep grain, remarkably thoroughbred and true to type; has eighteen to twenty rows, small cob. All ears are well matured, kernels germinate quickly, and send up good strong plants right from the start. One remarkable and pleasing peculiarity about the Early Murdock that I noticed in going over my fields was that there were very few barren stalks. Nearly every stalk has from one to two large ears. Mr. Farmer, you should try this corn. It is good, and I know you will like it."

Plaintiff purchased the variety of corn above described as "Early Murdock," and planted it without making any test whatever. He alleges in his amended complaint that the planting was done in a reasonably careful manner; that it was done in the proper time of the year; that the ground in which it was planted was properly prepared for the planting of corn; and that the weather and other conditions at the time the corn was planted, and for a sufficient length of time thereafter for said corn to germinate, was favorable to the germination of corn, but that notwithstanding said facts only a very small percentage of said corn ever germinated or grew. The result was that, although he replanted his field with other seed corn, he succeeded in raising only about half a crop.

The Supreme Court held: The entire contract must be read together, and, when so read, it does not support plaintiff's contention. While the language of the warranty is broad, so far as the general quality of the corn is concerned, it is limited in respect to the rights of the plaintiff

and the liability defendant is willing to assume. Defendant "guarantees" that the corn will test satisfactorily, not that it will grow if planted in the field. It is well understood that by testing seed corn is meant the planting of a small quantity of it in a hotbed or other place where it is protected from outdoor weather conditions. It is merely a test of the germinating powers of the seed under favorable conditions, and it may well be that a vendor of seed corn would be willing to refund the purchase money in case it would not test satisfactorily when he would not be willing to warrant, either expressly or impliedly, that it would grow when planted in the field and become liable for the value of a field of corn in case said seed did not grow. By expressly warranting the corn to test satisfactorily he limited his warranty to the results of a test, and by agreeing to refund the purchase money in case a test did not show satisfactory results, he limited his liability to the amount of the purchase money.

It is a well-settled principle of law as applied to sales that an implied warranty arises only when there is no express warranty, and that an express warranty always excludes an implied warranty. While the warranty expressed in the contract and the implied warranty contended for by the plaintiff are stated in different language, both warranties relate to the same quality of the seed corn, to wit, its germinating quality. The only difference is in the manner of ascertaining the existence of this quality.

Under the terms of the contract as set out in plaintiff's amended complaint, he had it in his power to protect himself from any loss whatever except the trifling expense of testing the corn. He alleges in his amended complaint that he purchased the corn on or about the 1st day of February, and that he did not plant it until between the 11th and 20th days of the following month of May. Had he availed himself of his rights under the terms of the contract, and as the defendant urged him to do, by testing the corn within ten days after he purchased it, he would have ascertained that it was not fit for seed and would not only have been able to return it and have had his purchase money returned to him, but could have procured other seed before planting time. Having failed to make the test of the said seed corn, as provided for in the contract, and having planted the same without testing it, he assumed the risk of its germinating qualities, and the defendant was relieved from further liability.

The order appealed from is reversed.—160 N. W. Rep., 1608.

From the Seed Trade.

LIGONIER, IND., Sept. 5.—Farmers are cutting a portion of the clover which they intended for seed for a hay crop, as the indications are that much of the clover will not mature on account of the backward season, and the farmers feel that it is good policy to conserve the hay crop in preference to speculating on what the weather will be in three or four weeks from now. According to our best information, we believe the clover has filled well, but unless frost is delayed for a great deal of time, there will be a short crop of seed.—N. Wertheimer & Sons.

COUNCIL BLUFFS, IA., Sept. 5.—Last spring considerable timothy sod was broken up and planted to corn. What acreage was left produced a good crop. The average was about five bushels to the acre. Not all has been saved for seed, however, on account of the high price of hay. The crop will be 50% of last year. Weather conditions have been favorable for a good alfalfa seed crop throughout Kansas and Nebraska, but owing to 50% of the acreage freezing out last winter, there will be a short crop. Seed is being harvested in Nebraska and northern Kansas, also in irrigated sections throughout the country, with hay selling at an extremely high price. The red clover crop in Iowa and Nebraska will be very short owing to freezing out of the old seeding last winter and scarcity of hay in pastures. We will have to ship in all our requirements from other sections.—Ouren Seed Co.

Grain Trade News

ARKANSAS

Ft. Smith, Ark.—The Westover Grain Co. incorporated; capital stock, \$50,000; incorporators, S. M. Neeley, pres., H. Jacobs, sec'y and treas., and others.

CALIFORNIA

Live Oak, Cal.—W. H. Stafford and T. C. Smith have purchased the grain warehouses on the Southern Pacific R. R. at this place from J. M. Hampton, Jr., who has managed the business for the past 3 years. Mr. Smith is now in charge.

CANADA

Toronto, Ont.—Grain storage tanks at the plant of the Toronto Mlg. Co., Ltd., are nearing completion.

Macleod, Alta.—The Macleod Flour Mills, Ltd., is building an elvtr. to increase its grain storage capacity to 150,000 bus. and also enlarging its mill capacity to 300 bbls.

Ft. William, Ont.—The Saskatchewan Co-operative Elvtr. Co. will have its 2,500,000-bu. terminal elvtr., now under construction, completed and ready to handle grain about Oct. 1. Work is going on day and night.

Czar, Alta.—W. A. Clendenning, former grain buyer for the National Elvtr. Co. at this place, has been arrested, charged with misappropriating the firm's money. Suspicion was aroused when a farmer refunded a sum of money, stating that he received it as an overpayment on a car of grain.

Ft. William, Ont.—Thirty new members were admitted to membership in the Ft. William and Pt. Arthur Grain Exchange at its last meeting. Many of these are Winnipeg and Minneapolis men. The increase in the price of memberships here has served to accentuate interest. It is possible that the price will be advanced again in a short time.

WINNIPEG LETTER

A 300-bu. drier has been purchased for the Anchor Elvtr.

New 30,000-bu. government elvtrs. are being erected at Oakville, Hartney, Mather, Treherne and Rounthwaite to handle grain this season.

A permanent sample com'ite has been appointed by the Winnipeg Grain Exchange, and it is at work organizing a sample buro for the collection and displaying of samples on the floor.

The grain commission on Aug. 31 heard the appeals by farmers in the case of the Acme Grain Co. The appeal was made against the action of the bonding company in connection with the bonding of the Acme Grain Co.

COLORADO

Byers, Colo.—The Burton Elvtr. is now in operation.

Brush, Colo.—A large elvtr. will be erected here at a cost of \$50,000.

Walker, Colo.—The Colorado Mlg. & Elvtr. Co. will build a 25,000-bu. elvtr. here.

Limon, Colo.—The Colorado Isbell Bean Co. has practically completed its new bean elvtr.

Flagler, Colo.—Extensive improvements are being made in the elvtr. of the Equity Co-operative Ass'n.

Bovina, Colo.—J. E. Rule is grain buyer at a new elvtr. here.—E. G. Heimbach, of Star Farmers Union Co.

San Luis, Colo.—J. P. Gallegos has not handled grain at this station for several years.—A. A. Salazar & Son.

Atwood, Colo.—W. E. Schrader has been appointed agt. of the recently acquired elvtr. of the Spelts Grain Co.

Stoneham, Colo.—I am now mgr. of the Farmers Co-operative Grain Co.—G. S. Bickel, formerly at Narka, Kan.

Hayden, Colo.—The Farmers Elvtr. Co. will build an elvtr., of from 10,000 to 11,000 bus. capacity, and a 2-car concrete potato warehouse.

Olathe, Colo.—The 15,000-bu. elvtr., under construction for the Montrose Mlg. Co., is now enclosed and work is being pushed as rapidly as possible.

Holly, Colo.—C. E. Fortney has been placed in charge of the new bean elvtr. of the Isbell Colorado Co., which was opened for business Sept. 1.

Denver, Colo.—E. C. Hobson is now traveling in the eastern part of the state for the Western Grain Co. and J. P. Ross is traveling thru the northern section.

Las Animas, Colo.—The Trinidad Bean & Elvtr. Co., of Trinidad, has leased part of the warehouse of the Las Animas Wool Warehouse Co. to take care of its bean business.

Ovid, Colo.—Work is progressing on the 12,000-bu. elvtr. for which the O'Donnell Grain Co. let contract to W. C. Bailey. Warren & Carroll are associated with the grain company.

Gove sta. (Windsor p. o.), Colo.—The Colorado Mlg. & Elvtr. Co. is now building a new elvtr. to replace the metal building at this station. The company is also building a residence for C. E. Scofield, who will be agt. here.

Longmont, Colo.—We will build a 100-bbl. up-to-date concrete mill this fall. M. D. Coffin is pres., Wm. S. Pughe sec'y and V. H. Hamilton mgr. of our company, which operates a 40,000-bu. reinforced concrete elvtr.—Farmers Union Elvtr. & Supply Co.

Johnstown, Colo.—The Colorado Mlg. & Elvtr. Co., of Denver, will build elvtrs. at Bunyon, Black Hollow, Officer and Gove in addition to the 5,000-bu. elvtrs. which it is now building at Buda, Kahler, Pulliam and Wilty stas. (Johnstown p. o.). A 25,000-bu. elvtr. will be erected at Walker. This will place an elvtr. at all stations between Johnstown and Mead.

Trinidad, Colo.—Henry J. May, of Detroit, Mich., has succeeded L. W. Van Vleet as general mgr. of our company. The outlook for business this coming year is exceptionally good and we have increased our facilities for handling this business by erecting 5 up-to-date bean cleaning elvtrs., located as follows: Holly, Limon, Byers, Trinidad, Colo., and Willard, N. M.—Isbell Colorado Co.

IDAHO

Sweetwater, Ida.—D. E. Thomas, of Springfield, Ore., is now buying grain here for the Vollmer-Clearwater Co.

Rockland, Ida.—We have sold our elvtr. and warehouse to the Intermountain Farmers Equity Co. and are now out of the grain business.—Morris & Houtz.

Meridian, Ida.—The Nampa Mlg. & Elvtr. Co. has bot the elvtr. of the Meridian Mill & Elvtr. Co., which has been idle for about 10 years. Repairs will be made and the elvtr. will be opened for business.

Holbrook, Ida.—The Oneida Farmers Union, of Malad, is building a 25,000-bu. elvtr. It is not located on a railroad, but is about 27 miles from Malad, in an excellent farming country, and grain will be freighted to Malad in wagons and transferred to the elvtr. here.—O.

Buhl, Ida.—The new 100,000-bu. cribbed elvtr. of the Farmers Equity Trading Co., W. F. Forbes, mgr., will be completed about Sept. 15, at a cost of about \$20,000. The old warehouse is being used until the new building is ready.

Bancroft, Ida.—The Intermountain Elvtr. Co. is making extensive improvements in its plant. An up-to-date cleaning and grading equipment has been installed and 6 new grain bins have been added to the storage capacity.

Buhl, Ida.—We recently purchased the elvtr. of the Buhl Grain & Produce Co. and will handle all kinds of grains and seeds in car load lots. The company is composed of James Gannon and J. H. Shields, Jr.—Buhl Seed & Grain Co.

ILLINOIS

Granville, Ill.—Thieves recently entered the elvtr. of the Farmers Elvtr. Co.

Pana, Ill.—Edward McKee is building a large hay barn adjoining his elvtr.

Irwin, Ill.—We are successors to the R. F. Cummings Grain Co.—Ferris Bros.

Walnut, Ill.—The Farmers Elvtr. Co. is operating its new elvtr., on the I. T. S.

Bishop, Ill.—The elvtr. of the McFadden Grain Co. at this place will be remodeled.

Pecatonica, Ill.—The B. P. Hill Grain Co. has bot the elvtr. on the west side of town.

West Brooklyn, Ill.—New scales have been installed in the elvtr. of the Farmers Elvtr. Co.

Vermillion Grove, Ill.—Work on the new elvtr. of the Farmers Elvtr. Co. is progressing rapidly.

Meredosia, Ill.—Thieves on Aug. 22 blew the safe at the elvtr. of the Farmers Grain Co. and took about \$30.

Oakland, Ill.—We are operating the 2 elvtrs., which we purchased in July from Henn & Beggs.—Brocton Elvtr. Co.

Patoka, Ill.—C. E. Blankinship, operating an elvtr. here, has sold his vehicle and implement store to H. R. Hall, Inc.

Philo, Ill.—I have purchased the elvtr. of O'Neil & Plotner and will take possession Sept. 15.—J. A. Gilles, St. Joseph.

Stockland, Ill.—E. C. Sumner & Sons will remodel their elvtr. The Burrell Engineering & Construction Co. will do the work.

Burtonview, Ill.—The Farmers Grain Co. has bot the elvtr. of Holmes & Maurer and will not build a new house as it had intended.

Decatur, Ill.—The elvtr. of the Shellabarger Elvtr. Co. was closed until noon Aug. 25 on account of the death of Fred Shellabarger.

Delrey, Ill.—The Farmers Grain Co. incorporated; capital stock, \$15,000; incorporators, Louis Schnurr, Charles E. Gray and Perry G. Lyon.

Galesburg, Ill.—A branch office has been opened in the Holmes Bldg. by Simons, Day & Co. of Chicago, with Wilbur G. Daugherty as mgr.

Elkhart, Ill.—I have taken charge of the elvtr. of the E. B. Conover Grain Co. here.—J. A. Havey, formerly mgr. branch office of Bloomington.

Springfield, Ill.—The Murphy Grain Co. has increased its capital stock from \$30,000 to \$50,000. The number of its directors has also been increased.

Bristol, Ill.—Jos. Skelly has resigned as mgr. of an elvtr. at Cabery and is again mgr. of the Bristol Elvtr. Co. here, succeeding N. E. Black.

Stuckey's siding (Argo p. o.), Ill.—Wm. Jones, of Minier, will be mgr. of recently completed elvtr. of the Farmers Elvtr. Co., located on the I. T. S.

Brokaw sta. (Holder p. o.), Ill.—The recently completed elvtr. of the Central Mill & Elvtr. Co. has been placed in operation, with Mr. Sill in charge.

Stewardson, Ill.—Owing to the large crop of oats and scarcity of labor, we are installing a Boss Air Blast Car Loader in our elvtr.—Voriss & Sons.

McLean, Ill.—The Funk's Grove Grain Co. incorporated; capital stock, \$10,000; incorporators, William R. Bach, Fred W. Rollrab and Will F. Costigan.

Budd, Ill.—The name of the Budd Grain Co. has been changed to the Farmers Elvtr. Co. of McGown's Crossing and the location changed to Blackstone.

Highland, Ill.—The Valier & Spies Mfg. Co. bot and took possession Sept. 1 of the elvtr. of the Highland Mfg. Co. and will use it for storage purposes only.

Rantoul, Ill.—Thomas Ogden, of Champagne, bot and took possession Sept. 1 of our grain and coal business, including a new 40,000-bu. elvtr.—Murray & New.

Port Byron, Ill.—The Port Byron Grain & Fuel Co. incorporated; capital stock, \$10,000; incorporators, William McRoberts, David H. Schaeffer and J. W. Simonson.

Elliott, Ill.—Fred W. Wagner, who was injured while working in the Farmers Elvtr. Co.'s elvtr., died recently from lockjaw which developed as the result of his injury.

Dundee, Ill.—The recently organized Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$8,000; incorporators, Fred C. Schurign, Arthur Howard, and others.

Hanna City, Ill.—Allen Rice is now assisting B. F. Holt, mgr. of the Farmers Elvtr. Co. The elvtr. was formerly owned by Chas. Rindfleisch, who is now out of the grain business.—R.

Sheldon, Ill.—We are now operating our new 50,000-bu. elvtr., which is equipped with dumps and 2 motors. The Decatur Construction Co. had the contract.—Frank Bishopp, of Bishopp Grain Co.

Bradley, Ill.—Farmers have considered the erection of a small elvtr., on the Ill. Cent., at this town, which is 2 miles north of Kankakee, but nothing definite has been done as yet.—Bartlett Frazier Co., Kankakee.

Macomb, Ill.—Robert Rexroat has purchased the interest of his partner, Perry Williams, in the elvtr. of Williams & Rexroat. A new elvtr. will be erected to replace the old house, which will be taken down.

Pontiac, Ill.—Robert W. Leetch, recently with Logan & Bryan at Bloomington, has accepted a position with the Worth-Gyles Grain Co. at this place. He has been mgr. of farmers elvtr. companies at stations in Illinois.

Delavan, Ill.—Yeggmen forced their way into the office of Wayne Bros. Grain Co. about midnight Sept. 2 and blew open two safes, securing about \$5. In making their escape they also stole an automobile from a nearby garage.

Buckley, Ill.—We are having the south elvtr. painted and have done some repairing on the office. We have built a new cement block engine house and have installed a new 15-h. p. electric motor.—H. E. Morgan, mgr. Farmers Grain Co.

Relly sta. (Rankin p. o.), Ill.—I am no longer in partnership with Coon Bros., who now own the entire elvtr. and business, with J. W. Davis, of Rankin, employed as mgr. I am not at present in the grain business.—Fred C. Leach.

McLean, Ill.—W. W. Hill, of Springfield, who recently bot the entire interests of Darnall & Spence in the grain business here, is operating under the name of the Hill Grain Co. U. N. Hieronymus, for several years with the former owners, has been retained as mgr.

Tuscola, Ill.—Thomas W. Abrams, who purchased the R. & J. Ervin elvtr. recently, will take down the old house and erect a new building on the site. Plans call for the use of the basement walls and foundation pillars of the old plant in the new one, and the elvtr. will be 35x39 feet and 70 feet high, with capacity of 30,000 bus. Storage room for 25,000 bus. of ear corn is also planned. It is estimated that the work will cost about \$8,500.

Piper City, Ill.—L. F. Sowers, ass't mgr., has bot the interest of J. A. Montellus, Sr., in the Montellus Grain Co. Mr. Montellus will retire and Mr. Sowers and J. K. Montellus will continue the business, which will be incorporated under the old name. Mr. Sowers will be active mgr.

Hillery sta. (Danville p. o.), Ill.—I have been buying grain here for C. B. De Long, of Fithian, for 2 years. We erected buildings, of about 30,000 or 35,000 bus. capacity, on the Big Four and I. T. S., and are doing a good business. We intend to erect additional buildings this fall.—J. A. Dalbey.

Panola, Ill.—I will build a 25,000-bu. cribbed elvtr. to replace my elvtr., which burned Aug. 18. The fire was caused by the gasoline engine backfiring. The day before the plumber put in a new outside gas tank and placed it higher than the engine, preventing the overflow from going back to the tank.—F. S. Larison.

Manteno, Ill.—The Farmers Elvtr. Co. has increased its capital stock to \$40,000. The company is building a 70x18 ft. up-to-date office, which will be completed by Oct. 1, and will install a new scale. The old office and scale will be moved to Tucker, where the company is building an elvtr., which will be operated in connection with the one at this place.

Sidney, Ill.—F. R. Best, formerly mgr. of the Sidney Grain Co., for several years, has been arrested on a charge of larceny. According to members of the company he obtained between \$4,000 and \$5,000, while mgr., for which he has never accounted. They claim that he made foreign sales for which he kept no actual records at the local office and in each case collected the bills himself, without making any account of the transaction.

Stanford, Ill.—The Farmers Elvtr. Co. is building a 42,000-bu. concrete elvtr. It will have 4 circular bins at the corners, 60 ft. high, with interstice bins between. The total height of the building will be 95 ft. above the ground and the foundation runs 15 ft. below. The elvtr. will have 2 dumps, engine room in basement and 2 steel elevating legs. It will cost between \$15,000 and \$20,000 and will replace the elvtr., which was recently taken down.

Lincoln, Ill.—Spellman & Co. have bot the 2 elvtrs. of Holmes & Maurer at this place and the recently completed elvtr. at Wittkopf siding, near Kickapoo. Both elvtrs. here have been remodeled and are in first class condition. Holmes & Maurer will continue their grain office here and will retain their elvtrs. at Bell sta., Chesterville, Lawndale and Johnson siding, between Skelton and Lincoln, on the Ill. Cent., where they are planning the construction of an elvtr.

Atlanta, Ill.—Carroll and Louis Winkler, 12 and 7 years of age respectively, were suffocated shortly after noon Aug. 28 at the elvtr. of J. H. Hawes. They were playing in the elvtr., where their father was at work, and climbed into a wheat bin, which was being emptied into a car. The noise of the machinery and moving grain made it impossible for those in the elvtr. to hear their cries, which were heard by C. M. Banks, C. & A. freight agt. He notified the men in the elvtr. and, altho the machinery was stopped as soon as possible, the boys were dead before they were taken out of the bin.

Broadwell, Ill.—The Broadwell Grain Co. incorporated; capital stock, \$25,000; incorporators, Erastus W. Bates, Noah Crosby and Wm. H. Holmes. This company has succeeded Holmes & Maurer in the grain business here and is planning to rebuild the elvtr., which burned July 20. The new house will be of concrete and will have 4 circular bins at the corners, 60 ft. high, with intersecting bins between. The total height of the structure will be 95 ft. above the ground and the foundation will run 15 ft. below. It will have 2 dumps, engine room in basement and 2 steel elvtr. legs. Large storage tanks will be built near the building and will be connected with drag chain to a sheller in the elvtr. pit. Contract has not been let as yet.

Forest City, Ill.—The McFadden Grain Co. is building an up-to-date 48x30 ft. crib near the south elvtr. It will have a center driveway with a concrete dump and dump driveway. An engine will be installed for elevating and distributing the corn to different bins.

CHICAGO NOTES

H. I. Rogers has been appointed deputy grain inspector.

The Harvey Grain Co. has increased its capital stock from \$9,000 to \$99,000.

The rate of interest for advances on Bs/L during September has been set at 6% per annum.

James P. Gibbons, former chief state grain inspector here, has applied for membership in the Board of Trade.

W. H. Martin has resigned as a director of the Board of Trade. He has sold his membership and will move to his ranch in Montana.

Walter S. Blowney, who was ass't sec'y of the Board of Trade, has been elected acting sec'y, to fill the vacancy caused by the death of J. C. F. Merrill.

John B. McGregor, formerly in charge of the cash dept. of J. C. Wood & Co., has been admitted to partnership in the firm, which will be continued as heretofore.

Philip Graf, cashier of Rosenbaum Bros., was drowned on Swampy Bay, near Sandusky, O., Sept. 3. His wife, son, and a number of friends were with him at the time. They were not harmed.

C. H. Albers has taken the Board of Trade membership of E. M. Flesch, of the C. H. Albers Commission Co., St. Louis, Mo., who has become vice-pres. of the U. S. food commission wheat corporation.

The special com'te of the Board of Trade, consisting of E. L. Glaser, Frank R. Rice and John F. Barrett, appointed to fix the price of the settlement of unfilled contracts for September wheat, has fixed \$2.13 a bu. as a fair price. These contracts were assumed before the present food law became effective.

On account of the resignation of Directors Martin and King, the following changes were made in the standing com'tes of the Board of Trade: T. E. Cunningham was appointed on the membership com'te, W. H. Perrine and J. J. Bagley on the violation of rules com'te and L. C. Brosseau on the clearing house com'te.

The Board of Trade has discontinued quotation wire service on grain futures from Kansas City, Duluth, Winnipeg, Minneapolis and St. Louis, effective Sept. 1. These markets, which traded almost entirely in wheat, abandoned wheat trading on that date. Trading in Kansas City corn is restricted. There is a possibility that Winnipeg oats quotations may be continued.

John C. McCormick, Lane Davis, Corwin Wickham, John L. Hall, Edward D. Winslow, pres. of the Northern Overseas Trading Co., of New York, Clifford H. Albers and F. E. Fisher, of La Porte, Ind., have been admitted to membership in the Board of Trade and the memberships of W. Werner, F. A. Mosser, F. M. O'Donnell, Wm. H. Martin, Patrick O'Connor, Jesse W. Young and Edward M. Flesch have been posted for transfer. Memberships are selling at \$5,000 net to buyer.

Plans for a new clearing house system were approved Sept. 4 by the directors of the Board of Trade after making a few changes in the report submitted by the com'te in charge of the matter. The proposition will probably be posted for ballot and is expected to carry, as the members in general have signified their intention to vote for a change in clearing trades. The new system is what is known as the corporation plan, and as soon as it is approved the directors will apply for a charter.

Effective Sept. 1 the charges of the Department of Grain Sampling and Seed Inspection of the Board of Trade will be as follows: 40 cents per carload for sampling grain, and the moisture test on same to

be charged at the rate of 15 cents per car, 30 cents per 1000 bus. for sampling grain loaded into or unloaded from vessels. Sampling bulkhead cars to be at the rate of 2 cars for bulkhead samples, and moisture test to be 15 cents for each bulkhead test. Special car sampling to be arranged as per special agreement. Special moisture testing to be 25 cents per sample.

PEORIA LETTER

The Luke Grain Co. has moved its offices to the Board of Trade Bldg.

Simons, Day & Co., of Chicago, have opened an office here, with M. M. Day temporarily in charge.

The Cleveland Grain Co. has moved its offices to other quarters in the Board of Trade Bldg. and its present offices will be occupied by James E. Bennett & Co.

We have moved our general office from Pekin to this city. V. P. Turner will still continue as pres. and mgr., with H. G. Herget as vice-pres. and J. H. Ridge, sec'y and treas. Mr. Aydelott and Mr. Barrett are retiring. We will still continue to operate the terminal elvtr. at Pekin as well as country stations and a little later will erect a large elvtr. at Peoria, which will be strictly up-to-date and one of the largest in the west. This however will not be done until conditions become more settled, possibly not for another year.—Turner-Hudnut Co.

Frank B. Tompkins, chief inspector of the Board of Trade, on Aug. 22 caught Mike Sechuck, 27 years of age, a Russian, leaving the Burlington Elvtr. as fast as a man could go while weighted down under 2 heavy sacks of oats. Small grain had been disappearing regularly from the elvtr. and employees were inclined to charge the thefts to youthful culprits. Clad in overalls, Tompkins was passing around the elvtr. in the afternoon when he saw Sechuck leaving the building with the grain. He chased him a short distance, then pulled his gun and ordered him to stop, which he did. He was taken by the police and charged with pilfering.

INDIANA

Bloomington, Ind.—The Bloomington Mlg. Co. has been dissolved.

Bloomfield, Ind.—The Bloomfield Mill & Elvtr. Co. has been dissolved.

Kewanna, Ind.—I have sold my interests here and moved to Earl Park.—F. J. Baird.

Fountaintown, Ind.—The Fountaintown Elvtr. Co. has filed final certificate of dissolution.

Oaktown, Ind.—Rush L. Bond, prop. of 2 elvtrs. of 150,000 bus. capacity, died Aug. 27 of heart trouble.

Mt. Vernon, Ind.—We have installed a buying station here.—Independent Hay & Grain Co., Evansville.

Summitville, Ind.—The Summitville Grain Co. has built coal sheds, with cement walls and floor.

Knox, Ind.—The Kiest Mlg. Co. has bot land and plans to build a new elvtr. and mill, together with storage.

Servia, Ind.—The elvtr. under construction for the recently incorporated Servia Elvtr. Co. is nearing completion.

Evansville, Ind.—Julius O. Artes, mgr. of the Union Elvtr. Co., has recovered from a severe attack of lumbago.—C.

Foster, Ind.—The Covington Grain Co., of Covington, has completed its new 33,000-bu. elvtr. Mr. Lacey is in charge.

Decatur, Ind.—George Shosenberger has bot a fourth interest in the grain and milling business of the Fornax Mlg. Co.

West Point, Ind.—The 90,000-bu. elvtr., which the Crabbs Reynolds Taylor Co. is building at this place, is nearing completion.

Seaford, Ind.—We have installed a new Boss Air Blast Car Loader to replace our old style loader. The railroad moved the siding out 2 ft. more to comply with the state law of safety, so we had to install a loader that would throw the grain to the end of the car.—Schlademan Bros.

Weisharss sta. (Brook p. o.), Ind.—Lyons, Rich & Light, of Brook, have built a 15,000-bu. cribbed elvtr. to replace their old house.

Evansville, Ind.—Igleheart Bros. have completed 15 new concrete grain tanks and now have a total storage capacity of about 500,000 bus.

Bluffton, Ind.—H. C. Arnold & Son, operating an elvtr., will erect up-to-date coal sheds to replace their old ones, which have been taken down.

Rich Valley, Ind.—The Rich Valley Co-operative Grain Co. has bot the elvtr., grain, seed and wool business of the Morrow Grain Co. Possession will be given Sept. 15.

La Porte, Ind.—J. S. Calkins, who recently sold his elvtr. to the La Porte Electric Co., has now sold his feed business to John Breese and left for a pleasure trip in the East.

Earl Park, Ind.—I will take stock in the Flinn Grain Co. and will be mgr. and sec'y of the company, which has elvtrs. at this place. Raub and Gravel Hill.—F. J. Baird, formerly at Kewanaw.

Trafalgar, Ind.—The Farmers Elvtr. Co. incorporated; capital stock, \$50,000; incorporators, Ira A. Vandiver, Harry F. Garshwiler and Calvin L. Van Cleave. An up-to-date elvtr. will be erected.

State Line, Ind.—A. Waller & Co. have made plans for the erection of an elvtr. to handle the corn crop here. The company has renewed a lease on a site on the I. C., where it has had scales for several years.

Staser, Ind.—I am now waiting for the material for a fireproof up-to-date elvtr., warehouse and grain tanks to replace my elvtr. and warehouse, which burned Aug. 3. The fire is believed to have been caused by a spark from a passing locomotive. Total loss, \$11,000; insurance, \$6,500.—Fred Niederhaus.

The following have been elected to membership in the Indiana Grain Dealers Ass'n: Ben C. Thomas, Columbus; N. E. Walker & Co., Onward; Conway Bros., Messick; Redkey Equity Exchange Co., Redkey; Richards & Lawson, Shelbyville, and J. N. Sparks, Farmers Elvtr., Camden.—Chas. B. Riley, sec'y.

INDIANAPOLIS LETTER

The grain com'ite has ordered that on all sales of wheat on track, in elvtr. to arrive, when such wheat is sold by grade only or by both grade and sample, the dockage as indicated by the Federal Certificate of Inspection, shall be deducted from the gross weight without payment for said dockage. This regulation shall be in force on and after Sept. 1.—Harvey Mullins, chairman.

The method of conducting the grain business, particularly that of wheat, this year and next, was explained by A. E. Reynolds, of Crawfordsville, Aug. 22 at a meeting of the members of the Indiana Grain Dealers and Millers Ass'n in the library of the Board of Trade. Mr. Reynolds is a member of the advisory com'ite of nine, which confers with Julius H. Barnes, ass't to Herbert C. Hoover, U. S. Food Commissioner, on all matters pertaining to grain.

IOWA

Kesley, Ia.—The Farmers Elvtr. Co. has been organized.

Randall, Ia.—The Farmers Elvtr. Co. has built a new coal shed.

New London, Ia.—The Farmers Elvtr. Co. is erecting a new building.

Hampton, Ia.—The Farmers Elvtr. Co. is receiving grain in its new elvtr.

Fonda, Ia.—V. W. Miller has been elected mgr. of the Farmers Elvtr. Co.

Osage, Ia.—The Osage Grain & Supply Co. is erecting an addition to its elvtr.

Varina, Ia.—Thos. Eberle has succeeded Thos. Lyons as mgr. of the elvtr. of F. O. Hocum.

Woolson sta. (Richland p. o.), Ia.—The A. D. Hayes Co. has bot the elvtr. at this station.

Gillette Grove, Ia.—The De Wolf & Wells Co. has bot a Hall Signaling Grain Distributor.

Popejoy, Ia.—The Independent Elvtr. Co. has been organized to build and operate an elvtr.

Jolley, Ia.—Thos. Lyons, formerly of Varina, is now mgr. of the Farmers Elvtr. Co. here.

Gladbrook, Ia.—Farmers are organizing a company to operate an elvtr. and lumber yard.

Ottosen, Ia.—J. B. Mertz has bot an elvtr. and will engage in the grain business here.

Chatsworth, Ia.—Bert L. Wilcoxson, of Ireton, will take charge of an elvtr. at this place.

Cedar Rapids, Ia.—Two rows of grain tanks will be erected at the plant of the Quaker Oats Co.

Owasa, Ia.—R. Welsh has been retained as mgr. of the Farmers Elvtr. Co. at an increased salary.

Ritter, Ia.—The capital stock of the Farmers Elvtr. Co. will be increased from \$20,000 to \$40,000.

Arthur, Ia.—J. A. Burgum, mgr. of the Farmers Elvtr. Co., has recovered from his recent illness.

Vail, Ia.—J. P. Fitch, who retired after being in the grain business for several years, died recently.

Osage, Ia.—The elvtr. of the Colby Elvtr. Co. has been sold. H. H. Ray will be mgr. for the new owners.

McPherson, Ia.—I have sold my elvtr. to C. R. Stonson, but have not given possession.—W. H. Peake.

Alden, Ia.—Charles Jones, formerly mgr. of an elvtr. at Wesley, is now mgr. of the Farmers Elvtr. Co. here.

Cedar Rapids, Ia.—The National Oats Co. will build a large elvtr. and working house and enlarge its mill.

Scranton, Ia.—The elvtr., under construction for the Farmers Elvtr. Co., will be completed about Oct. 1.

Beaver, Ia.—Luman Van Pelt has resigned his position with the Co-operative Elvtr. Co. to join the army.

Stratford, Ia.—Lloyd Anderson has succeeded Gust Simonson as mgr. of the Stratford Grain & Supply Co.

Cylinder, Ia.—The Farmers Union Society has let contract for a new elvtr. to the Younglove Construction Co.

Percival, Ia.—George Harvey, employed at the elvtr. of Noble & Reed, has resigned and left for his home in Canada.

Waterloo, Ia.—A meeting of the mgrs. of the branch offices of E. W. Wagner & Co., Chicago, Ill., was held recently.

Le Mars, Ia.—Repairs are being made in the elvtr. of the Farmers Elvtr. Co. preparatory to handling the new crop.

Hornick, Ia.—We have taken over the elvtr. of the Tiedeman Elvtr. Co. at this station.—King Elvtr. Co., Sioux City.

Ocheydan, Ia.—The Farmers Elvtr. Co. has built a double office and driveway and will install an automatic grain dump.

Sac City, Ia.—N. E. Black, formerly mgr. of the Bristol Elvtr. Co. at Bristol, Ill., has accepted a similar position here.

Rock Valley, Ia.—The Farmers Elvtr. Co. will build an addition to its elvtr. to provide storage room in case of car shortage.

Corwith, Ia.—The elvtr. of Peter Heider-scheidt, who mysteriously disappeared several months ago, has been sold at public sale.

Clear Lake, Ia.—S. J. Clausen is making extensive repairs on his elvtr. A new ball-bearing attrition feed mill has been installed.

Swea City, Ia.—J. O. Seylar has resumed the management of the old elvtr. of Geo. S. Livermore. Chas. Kinney will be in charge of the new 20,000-bu. which Mr. Livermore is building. The Burrell Engineering & Construction Co. has the contract.

Pocahontas, Ia.—I will continue with the Pocahontas Elvtr Co., which took over the elvtr. of the Pocahontas Grain Co.—P. D. Richards.

McIntire, Ia.—The Cargill Elvtr. Co. has completed a new elvtr. to replace the one which burned Apr. 13. A. Blanchard is in charge.

Red Oak, Ia.—G. A. Stibbens on Sept. 1 became representative for the Seele Bros. Grain Co., of St. Louis, Mo., with headquarters here.

Garrison, Ia.—A small fire in the lumber yard of the Farmers Grain & Lumber Co. Aug. 29 was extinguished before much damage was done.

Clarion, Ia.—The Farmers Elvtr. Co. has commenced the erection of a concrete and steel elvtr. and office building, 32x36 ft. and 90 ft. high.

Harper, Ia.—Robert Cherry is in charge of the elvtr., implement and garage business, which he and his father took over from Walter L. Fagan.

Ogden, Ia.—A. H. Ehmke & Son, of Pioneer, have taken possession of the elvtr. which they recently purchased from Claus Tams.—E. R. Ehmke, mgr.

Newburg, Ia.—The Farmers Elvtr. Co. has practically completed its new 40,000-bu. elvtr. The Burrell Engineering & Construction Co. had the contract.

Norway, Ia.—The Quaker Oats Co. has completed the new 30,000-bu. elvtr. for which it let contract to D. F. Hoag & Co. G. W. Miller is the agt. in charge.

Sioux City, Ia.—The Akron Mlg. Co. incorporated; capital stock, \$50,000; incorporators, E. A. Fields, pres., P. T. Fields, vice-pres., and F. A. Taylor, sec'y-treas.

Holland, Ia.—The elvtr. of the Farmers Elvtr. Co. has been remodeled and painted. A new dump scale, new leg, belting, cups and scales for weighing coal have been installed.

Belmond, Ia.—The Quaker Oats Co., which recently bot the elvtr. of the Belmond Grain Co. from E. R. Ballou, prop., will wreck the old building and built an up-to-date structure.

Delmar, Ia.—We closed our business on Sept. 1 as the Farmers Equity Ass'n is being organized by farmers, who say that they will buy and sell their own grain and stock.—W. H. Cook.

Rowan, Ia.—Roy Fitz, prop. of the elvtr. on the Rock Island, has consolidated with the firm of Virden & Emerson, operating an elvtr. on the C. & G. W. The business will be conducted as Virden & Emerson.

Laurens, Ia.—C. C. Cannon and John Tjossen have bot the elvtr. of the Tiedeman Elvtr. Co. Mr. Cannon is a member of the firm of Cannon & Metcalf, operating elvtrs. at Paullina and Granville. Mr. Tjossen has been mgr. of the Farmers Elvtr. Co. at Paullina. Wilson Hinkley, who has been in charge of the elvtr., will continue with the new firm. Live stock will be handled in connection with the grain business.

Stanhope, Ia.—The 30,000-bu. annex to the elvtr. of the Quaker Oats Co. has been completed by D. F. Hoag & Co., who had the contract. Fred Truesdell is agt. The Farmers Elvtr. Co. has built new coal sheds.—N.

Ames, Ia.—The recently incorporated Ames Grain & Coal Co., which has taken over the elvtr. and other property of the Central Iowa Grain Co. at this place, is repairing and repainting the buildings. Four new electric motors are being installed.

Des Moines, Ia.—The elvtrs. of the Central Iowa Grain Co. will continue to be operated under that name with the exception of the Ames plant, which has been taken over by the Ames Grain & Coal Co. M. McFarlin is pres., Wm. L. Ferrel, vice-pres., and Walter Ferrel, sec'y-treas. of our company.—Central Iowa Grain Co.

KANSAS

Atchison, Kan.—The Blair Mlg. Co. will add another story to its warehouse.

Pleasanton, Kan.—D. F. Blaker, head of the Blaker Lumber & Grain Co., died Aug. 27.

Ransom, Kan.—We have bot the elvtr. of C. Z. Miller.—Stevens-Scott Grain Co., Wichita.

Wherry, Kan.—We have bot the elvtr. of J. B. McClure.—Stevens-Scott Grain Co., Wichita.

Everest, Kan.—The Farmers Union has bot a site and is planning the erection of an elvtr.

Wilmore, Kan.—D. Fisher has completed an elvtr., which makes the 3rd one for this station.

Lancaster, Kan.—The Farmers Union Ass'n has bot the elvtr. of L. J. Woodhouse & Co.

Ferguson, Kan.—We have bot the elvtr. of the Farmers Elvtr. Co. at this place.—Stevens-Scott Grain Co.

Patterson, Kan.—J. H. Camps has succeeded Richard Carmichael as mgr. of the elvtr. of the N. Sauer Mlg. Co.

Severance, Kan.—I am now mgr. of the Severance Grain Co. at this place.—George Schwartz, formerly at Denton.

Pratt, Kan.—S. D. Haynes has succeeded Geo. Scantlin, who resigned as grain buyer for the Kansas Flour Mills Co.

Anness, Kan.—H. M. Smith is mgr. of the Anness Supply Co., which has leased the elvtr. of the U. E. Baid Grain Co.

Duquoin, Kan.—Arthur Fisher, of Pattonsburg, Mo., is mgr. of the recently incorporated Farmers Elvtr. & Mercantile Co.

Ludell, Kan.—I have taken charge and will be mgr. of the Equity Co-operative Exchange for the coming year.—J. C. Von Engeln.

Blackstone sta. (Caldwell p. o.), Kan.—The New Era Mlg. Co., of Arkansas City, has bot the elvtr. of the Blackstone Grain & Fuel Co.

Victoria, Kan.—We are now operating a warehouse, but intend to build or buy an elvtr. later.—Farmers Union, by Anthony Kuhn, mgr.

Wichita, Kan.—We recently sold our elvtrs. to the Larabee Flour Mill Co. and have now purchased elvtrs. at 5 stations in Kansas.—Stevens-Scott Grain Co.

Topeka, Kan.—The Board of Trade will hold a meeting Sept. 11. A business session will be held in the afternoon and a 6 o'clock dinner will be served at the Elks Club. D. F. Piazek, local representative of the Food Administration, with headquarters at Kansas City, will explain the administration plan of the assembling and distribution of wheat. George B. Ross, chief grain inspector, will explain the new uniform grades and dockage system. W. S. Washer, of Atchison, and F. D. Coburn, ex-sec'y of agriculture, will be the after dinner speakers. On Sept. 12 automobiles will be provided in order that the guests may inspect the elvtrs. and mills.

Healy, Kan.—We have purchased the elvtrs. of A. J. Poor at this place and Pen-dennis.—Stevens-Scott Grain Co., Wichita.

Narka, Kan.—I have resigned as mgr. of the Farmers Grain & Supply Co. and removed to Stoneham, Colo.—G. S. Bickel.

El Dorado, Kan.—L. H. Powell & Co., whose local grain interests at Wichita, have been merged with the Wichita Terminal Elvtr. Co., will continue to conduct their elvtrs. at this place, De Graft, Pontiac and Rosalia, under the old name, with headquarters here.

Norwich, Kan.—The Farmers Elvtr. & Supply Co. has engaged in business with N. Certain as mgr. The company has installed 2 motors in its elvtr., one for the conveyor and one for the cleaner. A new coal shed has been erected and the flour and feed warehouse enlarged.

KENTUCKY

Uniontown, Ky.—Fred A. Rathman, aged 42 years, member of the company operating the Wabash Elvtr., died Aug. 21 of pneumonia.

Louisville, Ky.—The Kentucky Public Elvtr. Co. has increased its capital stock from \$200,000 to \$500,000. A new elvtr., of concrete and steel, will be erected to replace the plant, which burned Feb. 25.

Paducah, Ky.—The Lack-Redford Elvtr. Co. incorporated to buy, sell, dry and store corn; capital stock, \$25,000; incorporators, Finis E. Lack, Con W. Craig and A. L. Redford. Work has been started on a 100,000-bu. elvtr.—C.

LOUISIANA

De Ridder, La.—B. N. Johnson, formerly sec'y, treas. and general mgr. of the De Ridder Grain Co., has sold his interest in this company to the Lake Charles Grain Co. and entered a firm, known as the Johnson Grain Co. of De Ridder. The new company has erected a building.

NEW ORLEANS LETTER.

The firm of Anderson & Jackson, Inc., will take over the business of the C. B. Fox Co., Inc., which will be discontinued until after the war is over, Mr. Fox having been appointed agt. at this port of the U. S. Food Administration. Mr. Anderson was sec'y and treas. of the C. B. Fox Co. for the past 15 years.

George S. Colby, ass't chief grain inspector of the Board of Trade, has been appointed chief grain inspector and weighmaster. He succeeds W. L. Richeson, who resigned to become local mgr. of the Wheat Export Co. Mr. Colby for the past 14 years has been connected with the dept. as inspector and ass't chief grain inspector.

MARYLAND

Adamstown, Md.—Thomas & Co. have made extensive improvements for handling grain and hay and are installing a W-W 36" H. C. Type Grinder with attachments.

BALTIMORE LETTER.

George S. Jackson will have an office at 17 South St. to take care of the wheat bot by the government in the terminal elvtrs. at this place and Newport News.

J. Herman Reigle, representing the Armour Grain Co., and Alexander L. Cummings have applied for membership in the Chamber of Commerce. Jas. H. Gambrell, Jr., C. S. Gambrell and A. L. Stephens have been admitted to membership and the memberships of O. W. Downes, Thomas A. Marshall and A. S. Edmonds have been transferred.

MICHIGAN

Scottville, Mich.—Miller Bros. have purchased the elvtr. of J. N. Mack.

St. Louis, Mich.—The Bad Axe Grain Co. has bot the elvtr. of the Bernard Elvtr. Co.

Butternut, Mich.—The Butternut Elvtr. Co. has been incorporated, with a capital stock of \$10,000.



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GRAIN COMMISSION
MILWAUKEE

Belleville, Mich.—The Belleville Mfg. Co. is repairing its elvtr. and installing a new receiving separator.

Pt. Huron, Mich.—The Michigan Bean Co. is building a 50,000-bu. elvtr., which will be completed about Nov. 1.

Detroit, Mich.—The Isbell Bean Co., operating a line of elvtrs., has added a grain dept. to its business. Mr. Gorman will be in charge.

Kalamazoo, Mich.—Mrs. George Little, wife of George Little, of Little Bros., grain dealers, was seriously injured Aug. 31 in an automobile accident.

Midland, Mich.—The recently organized Farmers & Gleaners Elvtr. Co. has bot and taken possession of the elvtr. formerly owned by Wm. Reardon, Sr.

Grand Rapids, Mich.—The Grand Rapids Grain & Mfg. Co., L. Fred Peabody, mgr., has purchased the business of Wykes & Co., dealers in grain, flour, hay, dairy feeds and mill products.

Benton Harbor, Mich.—We will install a new cleaner, sheller, separator, grain drier, transmission and conveying machinery, motors, feed mill and steel storage tanks.—Sanitarium Food Corporation.

MINNESOTA

Nevis, Minn.—Fuller & Ackerman have completed their elvtr. and bean plant.

Granite Falls, Minn.—Bert Johnson is now mgr. of the Farmers Elvtr. Co.

Kenneth, Minn.—The Farmers Elvtr. Co. has installed a new dump in its elvtr.

Echols, Minn.—Work has been started on the new elvtr. of the Farmers Elvtr. Co.

Kazenovia, Minn.—The Farmers Elvtr. Co. has installed a new dump in its elvtr.

Green Valley, Minn.—Leo Bourdeau is the new mgr. of the Northwestern Elvtr. Co.

Beardsley, Minn.—J. T. Donahoo, of Herman, is now mgr. of the elvtr. of Geier Bros.

Atwater, Minn.—Work is progressing on the elvtr., which the Atwater Mfg. Co. is building.

Evan, Minn.—Casper Green, of Morgan, contemplates the erection of an elvtr. here this fall.

Hope, Minn.—The Speltz Grain & Coal Co. is building coal sheds, of cribbed construction.

Breckenridge, Minn.—L. H. Strandring is sec'y and treas. of the Farmers Supply & Grain Co.

Dennison, Minn.—E. G. Rosvold is the new mgr. of the Farmers Mercantile & Elvtr. Co.

Donaldson, Minn.—The Farmers Elvtr. Co. has installed a Howe-Sonander Automatic Scale.

De Graff, Minn.—Leo O'Neill has succeeded F. J. Simonds as mgr. of the Car-gill Elvtr. Co.

Walnut Grove, Minn.—The capital stock of the Farmers Elvtr. Co. has been increased to \$25,000.

Clara City, Minn.—M. J. Kinney is now agt. of the Northwestern Elvtr. Co., which has reopened its elvtr.

New York Mills, Minn.—Charles G. Hyry has been retained as mgr. and treas. of the Farmers Elvtr. Co.

Hartland, Minn.—J. N. Jordahl has been retained as mgr. of the Farmers Elvtr. Co. at an increased salary.

Kimball, Minn.—The recently organized Farmers Elvtr. Co. will build an elvtr. of about 16,000 bus. capacity.

Castle Rock, Minn.—Paul Dilley has been retained as mgr. of the Farmers Elvtr. Co. at an increased salary.

March sta. (Warren p. o.), Minn.—The recently incorporated Farmers Elvtr. Co. is building a 30,000-bu. elvtr.

Miloma, Minn.—M. G. Reynolds has been appointed mgr. of the new elvtr. of the recently organized Farmers Elvtr. Co.

Kenneth, Minn.—Chas. Stafford, formerly mgr. of the Farmers Elvtr. Co. at Mallard, Ia., is now in charge of an elvtr. here.

St. Paul, Minn.—M. D. Munn was re-elected pres. of the Grain Exchange at the annual meeting of the directors on Aug. 31.

Arlington, Minn.—G. B. Martin, formerly of Benedict, N. D., has bot an elvtr at this place.—G. E. Yonker, Benedict, N. D.

New Ulm, Minn.—The New Ulm Roller Mill Co. incorporated; capital stock, \$100,000; incorporators, J. L. Schoch, pres., and others.

Pennock, Minn.—The New London Mfg. Co. is repairing its elvtr. for the coming season. Alfred Ling has been employed as mgr.

Hawley, Minn.—The Farmers Elvtr. Co. has erected 4 large coal sheds and is now building a warehouse, with concrete foundation and floor.

Black Duck, Minn.—The Farmers Society of Equity incorporated; capital stock, \$50,000; incorporators, S. W. Ellis, Wm. F. Noble and others.

Long Prairie, Minn.—The Erwin Elvtr. Co. has installed a 3-h. p. electric motor to replace the gasoline engine in its elvtr.—Wm. Luth, agt.

Underwood, Minn.—Helge Hendrickson, formerly mgr. of the elvtr. of the Underwood Grain Ass'n, has bot the elvtr. of the Andrews Grain Co.

Browns Valley, Minn.—Wm. H. Jensen has resigned as mgr. of the Equity Elvtr. Co. and engaged in the grain business here on his own account.

Atwater, Minn.—Geo. Jones will remain as mgr. and grain buyer at the elvtr. which the Atwater Grain Co. recently took over from the Monarch Elvtr. Co.

Gaylord, Minn.—The elvtr. and mill of the Minnesota Mfg. Co., Hale Strickland, mgr., burned Aug. 23. Estimated loss, \$20,000, partly covered by insurance.

Round Lake, Minn.—Plans are being made to move an old elvtr. near the stock yards to the elvtr. of B. B. Anderson and join both houses to make one large elvtr.

Madison, Minn.—The Farmers Elvtr. Co. has installed a Fairbanks Automatic Scale. The State Elvtr. Co. has re-opened its elvtr. and is handling coal in connection.

Kilkenny, Minn.—P. G. Miller, formerly mgr. of the Farmers Elvtr. Co. at Shakopee, has succeeded J. F. Whalen, who resigned as mgr. of the Kilkenny Grain Co. here.

Magnolia, Minn.—The Farmers Elvtr. Co. has bot the elvtr. of the Hubbard & Palmer Co. for \$3,000 and will operate it in connection with its present 30,000-bu. house.

Twin Valley, Minn.—Henry Vehle, agt. of the Thorpe Elvtr. Co. for several years, has leased the building for the coming season and will operate it as the Independent Elvtr.

Warren, Minn.—The Farmers Mill & Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, G. F. Peterson, pres., August Lundgren, vice-pres., and J. S. Hilleboe, sec'y.

Trail, Minn.—J. H. Dahl, mgr. of the Farmers Elvtr. Co. at Carpio, N. D., for 7 years, is now mgr. of the newly organized Farmers Elvtr. Co. here, which is building an elvtr.

Atwater, Minn.—The recently organized Farmers Elvtr. Co. has incorporated and let contract for an up-to-date iron clad elvtr. and warehouse to D. F. Hoag & Co., to cost \$12,400.

Strandquist, Minn.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$4,000; incorporators, J. J. Orstad, pres., Sam Hougard, sec'y and J. E. Paulson, treas.

Wells, Minn.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, T. R. Markey, pres., John Neibuh, Jr., vice-pres., G. M. Gramah, sec'y, and H. C. Woodworth, treas. A site has been purchased and an elvtr. will be erected by the company, which has rented an elvtr. until the new house is ready.

Marietta, Minn.—The Farmers Grain Co. has organized and bot the plant of the Marietta Farmers Elvtr. Co. The Pacific Elvtr. Co. has built an addition to its elvtr. for flour and feed.—A. R. S.

Eden Valley, Minn.—Ben Garding, who managed the elvtr. of the Farmers Elvtr. Co. at Struble, Ia., for 7 years, is now mgr. of the Farmers Elvtr. Co. here. The company rented its elvtr. last year to the Lang Elvtr. Co.

Kennedy, Minn.—K. M. Ellingsen, who formerly owned an elvtr. at Sutton, N. D., has bot and taken possession of the recently acquired elvtr. of Nels R. Tackland, of Drayton, N. D. It has been operated under the name of the Kennedy Grain Supply Co.

DULUTH LETTER

The Globe Elvtr. Co. will erect a drier to take care of damp grain at the P. V. Terminal Elvtr. It will cost \$5,000.

The following membership in the Board of Trade has been posted for transfer: From Raymond R. Ebmer to Anton Tretten, of Minneapolis.

The recommendation to advance the commission rates on wheat, rye and barley, was voted down Aug. 29 at a meeting of the members of the Board of Trade.

MINNEAPOLIS LETTER

The Washburn-Crosby Co. has bot a 600-bu. grain drier for the new wheat house at its "C" Mill.

The Marfield Grain Co. has ordered the machinery and sheet metal for its elvtr., now under construction, from the Strong-Scott Mfg. Co.

Yerxa, Andrews & Thurston are increasing their wheat storage to about 350,000 bus. and are installing special wheat cleaning machinery.

E. G. Flinn, of the St. Anthony & Dakota Elvtr. Co., was seriously injured when an automobile in which he was riding, was struck by an interurban car.

The directors of the Chamber of Commerce will submit an amendment to the members by which all members who serve the United States during the war will be exempt from payment of annual assessments on their memberships.

William E. Thompson has been promoted by the Minnesota Railroad & Warehouse Commission from the position of clerk to the chief grain inspector to that of state supervisor of scales. He will have charge of all track scales. Gatis G. Grant, employed in the sec'y's office for 10 years, will succeed Mr. Thompson.

The following memberships in the Chamber of Commerce have been transferred: From J. R. Stair to John D. Stone; L. D. Godfrey to D. J. Kennedy; W. J. Greve to Henry H. Stabeck; H. N. Chadbourn to James B. Forbes and Chas. M. Amsden to Chas. M. Owen. Corporate privileges have been granted to Benson, Stabeck & Co., of Winnipeg, Man., and the McLaughlin Grain Co., of this city.

M. Anderson has applied for a traveling representative's license to represent the Andrews Grain Co. Licenses have been issued to the following: Guy Blanchard to represent the Godfrey-Blanchard Co.; S. O. Leslie to represent the Salyards Grain Co.; W. B. James to represent H. Poehler Co.; A. D. Neer to represent the McCaull-Dinsmore Co.; George McGregor to represent Gee, Lewis Grain Co., and J. H. McLean, Jr., to represent the Scrogins-McLean Co.

At a meeting Aug. 15 of the com'te appointed by the National Defense Com'te and the Chamber of Commerce, to consider the question of earlier filing of disposition orders on grain with a view to expediting switching and movement, it was decided that the prevention of congestion is a matter of co-operation and it was recommended that Sec'y McHugh take the matter up with the directors of the Chamber of Commerce for their approval and prompt action, requiring all shippers and receivers of grain to make a special effort to have every disposition order possible filed by 2 p. m.

The New Prague Flouring Mill Co. has opened offices in the Flour Exchange Bldg.

MISSOURI

Palmyra, Mo.—John C. Weller has been employed as mgr. of the elvtr. which the Farmers Elvtr. Co. is building.

Lexington, Mo.—We have closed our office temporarily, having lost our plant by fire.—Lexington Flouring Mills.

Plattsburg, Mo.—Chas. Davis is now in charge of the new 40,000-bu. elvtr. of the R. V. Seward & Sons Grain Co.

St. Joseph, Mo.—Allan T. West, sec'y of the Grain Exchange, was bereaved recently by the death of his father.

Jasper, Mo.—We have sold our elvtr. and business to the Schooler Grain Co., which is now in possession.—J. P. Leiss, mgr. Jasper Elvtr. Co.

St. Joseph, Mo.—George Stewart has severed his connection with the Mason Hawpe Grain Co. at St. Louis, and is now with the A. J. Brunswick Grain Co.

Wellington, Mo.—The Clover Leaf Mlg. Co. has been incorporated, with a capital stock of \$40,000. It will handle white corn products exclusively but will handle and ship wheat thru its elvtr. as an elvtr. proposition in connection with its mill. The old flour mill will be remodeled into an up-to-date 500-bbl. corn flour mill.

KANSAS CITY LETTER

The Board of Trade has decided to stop Minneapolis wire quotations.

John S. Torrington has resigned as local mgr. of James E. Bennett & Co. as he has been drafted into the army.

The Clark Burdg Grain Co., of Wichita, Kan., will open an office at 222 Board of Trade Annex, with R. Y. Smith as mgr.

J. E. Liggett, formerly traveling solicitor for the Logan Bros. Grain Co., is now traveling representative of the Addison-Benton Grain Co.

The Schreiber Flour & Cereal Co., which recently took over the elvtr. of the Russell Grain Co., has let contract for a 300-bbl. corn flour and cereal mill to the Wolf Co.

L. J. Woodhouse, who recently sold his elvtr. at Lancaster, Kan., has formed a partnership with S. P. Hinds, of the Hinds Grain Co. The business will be conducted under this name.

The Kemper Grain Co. has been reorganized on account of the retirement of D. F. Piazzek from the position of pres. and chief owner to become zone agt. of the government in this city. Walter A. Hinchman has been elected pres., F. L. Bedell, sec'y, and G. S. Hinchman, treas. The company has a capital stock of \$30,000. Walter A. Hinchman is the principal stockholder.

The following resolution was passed Sept. 4 by the directors of the Board of Trade: "Resolved, that effective Sept. 5, 1917, buying and selling of September corn to close contracts now existing be permitted without restriction as to price. New purchases are prohibited, but new sales may be made when an absolute showing can be made to the directors of the Grain Clearing Co. that the grain is in position for immediate delivery."

The directors of the Board of Trade passed the following resolution Aug. 28: Resolved, that effective Sept. 1 and during the continuance of the war to which the United States is a party, or until further action is taken previous to the expiration of the war, that it be compulsory upon the members of this ass'n to charge a commission of 1% of the Kansas City price on wheat consignments, wheat purchases on orders for shipment and wheat purchases subject to Kansas City weights or inspection at points outside of Kansas City for shipment to this market, except that where such transactions are made for account of or with a non-resident member the charge shall be ¾%; and be it further Resolved, that such part of such rules of the Board of Trade that conflict with the above resolution be suspended during the period while it is in operation.

Harry P. Seward, of the R. V. Seward Grain Co., Hardin, has applied for membership in the Board of Trade on transfer from R. R. De Armond, formerly with the Russell Grain Co., who is now taking the officers' training course at Ft. Sheridan, Ill. The consideration is \$7,500, including the transfer fee.

ST. LOUIS LETTER.

Tilghman A. Bryant, associated with the J. H. Teasdale Commission Co., on Sept. 11 will engage in the grain business on his own account.

E. M. Flesh, vice-pres. of the United States Food Administration Grain Corporation, has secured a suite of offices in the Boatmen's Bank Bldg.

Logan M. Baxter, for many years connected with the Langenberg Bros. Grain Co., will now represent Lowell Hoyt & Co., of Chicago, Ill., who are opening offices in the Merchants Exchange Bldg.

The firm of W. J. Edwards & Co. has succeeded Bert H. Lang & Co. Bert H. Lang, senior member of the firm, has been appointed to aid Edward M. Flesh in the food administration, and Bert S. Lang, junior member, retired July 1 to take a long vacation. William J. Edwards, now in charge of the business, was with the old firm for 11 years.

The Turner Grain Co. incorporated to do a general commission and merchandise business; capital stock, \$15,000; incorporators, Herman A. Von Rump, Frank A. Von Rump, of Webster Groves, Mo., and Godfrey A. Turner, of Rockford, Ill. Herman A. Von Rump, the principal stockholder, was formerly traveling representative for the Seele Bros. Grain Co.

MONTANA

Bozeman, Mont.—I have rented my elvtr.—Frank L. Benepe.

Garneill, Mont.—Farmers are planning the erection of an elvtr.

Manhattan, Mont.—I have sold my mill and elvtr.—Frank L. Benepe.

Ingomar, Mont.—Farmers will organize a company and build an elvtr.

Savage, Mont.—The Farmers Co-operative Ass'n is building coal sheds.

Flathead, Mont.—The Montana Central Elvtr. Co. will build an elvtr.—J. S. Broberg.

Aloe, Mont.—We have a track loader at this station.—Montana Emporium Co., Galata.

Springdale, Mont.—The Powers Elvtr. Co. has let contract and started work on an elvtr.

Laredo, Mont.—Work is progressing on the elvtr. under construction for the Farmers Elvtr. Co.

Ronan, Mont.—An elvtr. will be built here by the Montana Central Elvtr. Co.—J. S. Broberg.

East Helena, Mont.—The Montana Central Elvtr. Co. is finishing its new elvtr.—J. S. Broberg, agt.

Big Sandy, Mont.—An elvtr. is under construction, which will make the fifth one for this station.

Sweetgrass, Mont.—We have a 30,000-bu. elvtr. under construction.—Montana Emporium Co., Galata.

Roberts, Mont.—The Treasure State Grain & Seed Co. has installed a feed grinder.—G. B. Ladd, mgr.

Tiber, Mont.—We are ready to start work on a 30,000-bu. elvtr. at this station.—Montana Emporium Co., Galata.

Amsterdam, Mont.—The Montana Central Elvtr. Co. has sold its elvtr. to the Bozeman Mlg. Co.—J. S. Broberg.

Devon, Mont.—Homer White succeeded J. E. Olson, who resigned Aug. 1 as agt. of the Montana Emporium Co. Mr. Olson is now agt. of the International Elvtr. Co., Geo. Sampson, former agt., having been transferred to Big Sandy.

Big Sandy, Mont.—Geo. Sampson is now in charge of the new elvtr. of the International Elvtr. Co.—J. E. Olson, agt. at Devon.

Anceney sta. (Mahnattan p. o.), Mont.—The Montana Central Elvtr. Co. has sold its elvtr. to the Bozeman Mlg. Co. of Bozeman.—J. S. Broberg.

Three Forks, Mont.—The Three Forks Mill & Elvtr. Co. has taken over the property of the Three Forks Mlg. Co. A. H. Rechsteiner is general mgr.

Mussellsell, Mont.—The newly organized Farmers Elvtr. Co. is building a 30,000-bu. elvtr. east of the elvtr. of the Handel Elvtr. Co., on the Milwaukeee.

Medicine Lake, Mont.—The Farmers Elvtr. Co. has installed a new Fairbanks Morse Scale, and an oil controlled platform dump.—A. L. Tennis, mgr.

Ravalli, Mont.—The Montana Central Elvtr. Co. has bot the Reservation Farmers Grain Co.'s elvtr., the company having gone out of business.—J. S. Broberg.

Belgrade, Mont.—I am using my small elvtr. at this place only for the purpose of storing my own crops, and am out of the grain business.—Frank L. Benepe.

Riebeling, Mont.—Have just finished a 10,000-bu. annex to our elvtr. The annex is equipped with a conveyor.—G. W. Shreeves, agt., Rocky Mountain Elvtr. Co.

Cordova sta. (Plummerton p. o.), Mont.—We are building an elvtr. The Anderson Grain Co. has discontinued business.—G. B. Plummerton, agt., Rocky Mountain Elvtr. Co.

Three Forks, Mont.—The Hagen-Berg Co., of Minneapolis, Minn., has taken possession of the elvtr., which it purchased last March from the Gibben Grain Co. James Hagen is mgr.

Burns, Mont.—The Burns Grain Co. has bot the store of the Equity Co-operative Ass'n and will operate it and also handle coal this year in connection with its elvtr., of which S. E. Johnson is mgr.

Antelope, Mont.—Wyman Hagen, who for the past year was grain buyer for the Progressive Farmers Club at Plentywood, will manage the elvtr. of the Farmers Grain & Shipping Ass'n at this place.

NEBRASKA

Alvo, Neb.—R. E. Reitz is the new mgr. of the Alvo Grain Co.

Rising City, Neb.—Oscar Blevens is now agt. of the Dawson Grain Co.

Craig, Neb.—I am now mgr. of the Farmers Union Ass'n.—J. J. Bennett.

Millerton, Neb.—C. B. Barker has bot a Hall Signaling Grain Distributor.

Angus, Neb.—F. W. Borin has succeeded Borin Bros. in the grain business.

Granton, Neb.—Farmers are organizing a company to buy or build an elvtr.

Danbury, Neb.—Wm. Baird is now agt. of the Duff Grain Co.—O. C. Thomas.

Columbus, Neb.—I am now agt. of the T. B. Hord Grain Co.—Louis J. Bates.

Chadron, Neb.—I am now agt. of the Nye Schneider Fowler Co.—W. F. Morse.

Guide Rock, Neb.—Elmer Parson is now mgr. of the Farmers Union Co.—L. W. Ely.

Gladstone, Neb.—Edward Junker is employed at the elvtr. of the Vanier Grain Co.

Edgar, Neb.—The elvtr. formerly operated by C. D. McInay is closed.—Lee Hill.

Armour, Neb.—E. M. Crosier is now agt. here for C. M. Linn.—John A. Dobbs Grain Co.

Osmond, Neb.—I am now agt. of the McCaull-Webster Elvtr. Co.—W. S. McCullough.

Helvey, Neb.—The Vanier Grain Co. operates a 15,000-bu. elvtr. on the Burlington.

Breslau, Neb.—I am the new agt. of the McCaull-Webster Elvtr. Co.—Jack Conrey, Jr.

Gretna, Neb.—We are installing a new fuel tank for our gasoline engine.—J. T. Wright, agt., Duff Grain Co.

Beverly, Neb.—I am mgr. of the 30,000-bu. elvtr. of the F. C. Krotter Co.—E. C. Burkhardt.

Schubert, Neb.—E. C. Rhodes has let contract for an elvtr. to the Birchard Construction Co.

Fairfield, Neb.—The elvtr. of the Hynes Elvtr. Co. is closed.—Farmers Union Co-operative Ass'n.

Merna, Neb.—We have sold our elvtr. to the Central Granaries Co., of Lincoln.—Jacquot & Son.

Hastings, Neb.—The Superior Corn Products Co. has discontinued the grain business here.—P. M.

Ulysses, Neb.—J. A. Smith has resigned as mgr. of the Ulysses Grain Co. and will move to Lincoln.—L.

Oxford, Neb.—G. G. Gupton has sold his interest in the Gupton Grain Co. to his father, P. H. Gupton.

Rockville, Neb.—Wm. Stott is now agt. here for E. G. Taylor.—Harry Treon, agt. T. B. Hord Grain Co.

Blue Springs, Neb.—The elvtr. of the Omaha Elvtr. Co. is closed.—Wm. Craig, mgr. Farmers' Elvtr. Co.

Broadwater, Neb.—Thos. O. Hanton is now mgr. of our 20,000-bu. elvtr.—Broadwater Co-operative Society.

Fremont, Neb.—The Farmers Union Ass'n has built a cement block warehouse in connection with its elvtr.

Maywood, Neb.—A scoop shoveler is buying grain part of the time at this station.—Chamberlain Elvtr. Co.

Laurel, Neb.—Newman & Morton have bot the elvtr. of the Atlas Elvtr. Co. and employed F. A. Payne as mgr.

Bladen, Neb.—Joe Widdershein is now agt. of the Hynes Elvtr. Co.—Chas. W. Wood, agt. C. B. Seldomridge.

Bradshaw, Neb.—The Central Granaries Co. has bot the business of the J. F. Hinshaw Lumber Co. at this place.

Bradish, Neb.—A. F. Coulter is now agt. of the Crowell Lumber & Grain Co.—D. Fitch, mgr. Farmers Elvtr. Co.

Chappell, Neb.—The Deuel County Elvtr. Co. has bot and taken possession of the elvtr. of the Trans-Mississippi Grain Co.

Benson, Neb.—Geo. Stoltzenberg is prop. and P. J. Dolejs mgr. of the Stoltzenberg Elvtr., which has a capacity of 10,000 bus.

Ceresco, Neb.—The Latta Grain Co. is erecting new lumber sheds in connection with its elvtr. here.—M. H. Stephens, agt.

Bennett, Neb.—The Farmers Elvtr. Co. has started work on the elvtr. for which it let contract to the Birchard Construction Co.

Minatare, Neb.—The Central Granaries Co. is rebuilding its elvtr., which burned recently.—E. L. Light, division supt., Morrill.

Litchfield, Neb.—I have rented my elvtr. to the Farmers Co-operative Ass'n, which has a capital stock of \$10,000.—D. W. Titus.

Brayton, Neb.—The elvtr. of the W. T. Barstow Grain Co. is closed. I am now agt. of the T. B. Hord Grain Co.—L. E. Harris.

Sidney, Neb.—Lester H. Hazle, local representative of the Trans-Mississippi Grain Co., was killed in an automobile accident Aug. 18.

Long Pine, Neb.—I am now agt. of the Walrath & Sherwood Lumber Co., operating a 15,000-bu. elvtr. here.—H. A. Twichell.

Fullerton, Neb.—The Farmers Grain Co. has succeeded the Fullerton Mill Co. J. N. Campbell is mgr. of the company's 18,000-bu. elvtr.

Mead, Neb.—The Farmers Union has decided to build a new 40,000-bu. concrete elvtr. on its present site.—Eland C. Johnson, mgr.

Minatare, Neb.—We have an 18,000-bu. elvtr. under construction. Chas. Brackman is pres. and B. E. Trotter mgr. of our company.—Farmers Union Mercantile Co.

Page, Neb.—We bot and took possession Sept. 1 of the 16,000-bu. elvtr. of Thos. Wade on the C. B. & Q.—R. L. Drayton Grain Co.

Swanton, Neb.—We closed our elvtr. Sept. 1 on account of destruction of crop in this territory by hail.—W. T. Barstow Grain Co.

Rosalie, Neb.—The Holmquist Grain & Lumber Co. is building a 20,000-bu. oats annex to its elvtr.—G. V. Patrick, agt. Farmers Grain Co.

Huntsman siding (Sidney p. o.), Neb.—The Central Granaries Co. will soon build a 17,000-bu. elvtr. here.—E. L. Light, division supt., Morrill.

Gordon, Neb.—A. L. Davis is mgr. of the 20,000-bu. elvtr. of the Farmers Grain & Produce Co.—Ray A. Van Doren, agt. Nye Schneider Fowler Co.

Agnew, Neb.—A new warehouse will be erected by the Farmers' Elvtr. Co. and cement and sand will be handled in connection with its business.

Kennard, Neb.—The Farmers Grain & Lumber Co. has installed a 12-h. p. International Kerosene Engine in its elvtr., which has been remodeled.

Lincoln, Neb.—The Foster Grain Co. has bot the 75,000-bu. terminal elvtr. of H. O. Barber & Son, located on the C. B. & Q.—M. T. Cummings Grain Co.

Foley sta. (David City p. o.), Neb.—S. H. Gait is now agt. of the Nebraska Elvtr. Co. and John Eskildsen is mgr. of our company.—Farmers Grain Co. of Foley.

Burwell, Neb.—The regular grain dealers here are the W. T. Barstow Grain Co., H. L. Davis, agt., and E. Bailey. A scooper is buying some grain at this place.

Nebraska City, Neb.—I am not operating an elvtr. here, as the lease I had on the elvtr. of the Bartling Grain Co. expired and was not renewed.—A. B. Wilson.

Delphi sta. (Lawrence p. o.), Neb.—E. H. Allen has been retained in charge of the elvtr. which the Larabee Flour Mills Co. took over from the Millers Grain Co.

Bartley, Neb.—J. R. Sipe has been retained in charge of the elvtr. which the Equity Exchange took over from the Duff Grain Co.—J. H. Smith, mgr. Ed. E. Smith.

Clay Center, Neb.—The regular grain dealers at this station are the Updike Grain Co., Harry Wells, agt., and the Clay Center Grain Co., V. F. Chandler, mgr.

Bruning, Neb.—F. W. Bowman is the agt. in charge of the 24,000-bu. elvtr. which the B. Koehler Grain Co., of Geneva, recently took over from J. Delaney.—M. A. Osborn.

Lincoln, Neb.—The business of the J. A. Schoenthal Co.'s line of elvtrs. is now being handled from the office in this city, Mr. Schoenthal having moved here from Cook.—L.

Hansen, Neb.—The elvtr. of the Platte Grain Co. was closed July 1 on account of the wheat failure in this city. F. M. Frink, agt., has been transferred to Pine Bluffs, Wyo.

Ashland, Neb.—We are installing a 50-hp. Midget Marvel mill, with the necessary machinery, and a new 25 h. p. Fairbanks Type "Y" oil engine will furnish the power.—Ashland Grain Co.

Gretna, Neb.—I succeeded T. W. Culbertson as mgr. of this company Sept. 1. We will install electric power, using two motors, one of which has not been bot.—A. F. Wild, mgr., Gretna Elvtr. Co.

Elsie, Neb.—The Equity Exchange has succeeded the Cameron Grain Co. and employed F. P. Fuhr as mgr. The other elvtr. at this station is operated by the Crete Mills, of which I am agt.—S. E. Lewis.

Ravenna, Neb.—Herbert Bayes was killed Aug. 22 when he fell from a scaffold near the top of the new elvtr. of the Ravenna Mills to the bottom of one of the concrete grain tanks, a distance of 85 ft. He was removing the false work used in supporting the reinforced concrete roof when he stepped on a loose plank and fell.

Tobias, Neb.—I am repairing and painting my elvtr. and building concrete approaches to the driveway. The Farmers Equity Society has discontinued business.—H. G. Otto.

Albion, Neb.—I was formerly with the Omaha Elvtr. Co. at Wood River, but came to this place July 16 to take charge of the elvtr. of the T. B. Hord Grain Co.—H. L. Tingley.

Sterling, Neb.—Work is progressing on the 8,000-bu. elvtr. which C. B. Tripp, of Centralia, Kan., is building on the site of the burned elvtr. of C. M. Linn. It will be completed about Nov. 1.

Chappell, Neb.—The Farmers Elvtr. Co. is building coal sheds near its elvtr., the capacity of which has been increased from 25,000 to 50,000 bus. W. C. Bailey had the contract for the addition.

Doane, Neb.—The Kellogg Grain Co. of Denver, Colo., will have its 3,000-bu. elvtr. completed and ready for use by Sept. 15. I expect to manage the elvtrs. at Benkelman and this station.—E. F. Harn.

Atlanta, Neb.—The regular grain dealers here are Rector & Sells, Chas. Parker, agt.; C. B. Seldomridge, J. M. Hopkins, agt., and the Atlanta Equity Exchange, of which I am mgr.—Jas. Morrison.

Monroe, Neb.—The Farmers Co-operative Co., incorporated to handle grain, farm products, live stock and supplies; capital stock, \$15,000; incorporators, Wm. Webster, E. A. Gerrard and others.

Chadron, Neb.—The Farmers Union Ass'n incorporated to handle grain, seed and other commodities; capital stock, \$25,000; incorporators, T. B. Augustine, pres., and others. F. W. Grantham is mgr.

Touhy, Neb.—Improvements and alterations have been made in the elvtr. of the Farmers Elvtr. Co., which will be painted this fall. A number of side lines will be added to the company's grain business.

Dixon, Neb.—F. J. Hopkins is now agt. of the Atlas Elvtr. Co. I have been leasing the elvtr. of D. D. Aitken for a little more than a year, during which time I handled about 85,000 bus. of oats and 35,000 bus. of corn.—Frank A. Wallin.

Arapahoe, Neb.—The Equity Exchange, incorporated with a capital stock of \$20,000, engaged in business July 1. G. A. Prime is pres. and Wm. Snedmeyer, mgr. of the company, which operates an 8,000-bu. elvtr. on the C. B. & Q.

Glenvil, Neb.—We are building a 25,000-bu. elvtr. The equipment will include a cleaner and electric power will be used. The R. M. Van Ness Construction Co. has the contract.—Farmers Union Co-operative Ass'n, by J. A. Egbert, mgr.

Superior, Neb.—The Superior Corn Products Co., operating an elvtr. and corn mill here, has filed a petition in bankruptcy. The company's financial troubles were brot on by the drop in the grain market on account of the recent governmental regulation.

Fairbury, Neb.—The Vanier Grain Co., which was organized last May with a capital stock of \$20,000, is composed of O. Vanier, mgr., Luther Bonham and J. O. Evans. The company operates a 20,000-bu. elvtr. here and 15,000-bu. elvtrs. at Gladstone and Helvey.

Lawrence, Neb.—Theo. Schultz, of Rosemont, recently bot the elvtr. formerly operated by W. H. Hargleroad. He has repaired and painted it and installed a new engine. It is closed at present and will not be opened until the corn starts to move.—G. A. Hurley.

Carroll, Neb.—J. J. Mullaney, who recently bot the elvtr. of the P. B. Mann Anchor Co., has made repairs, including new siding and a coat of paint. A controllable wagon dump and a new 6-h. p. Fairbanks Morse Engine have been installed.—H. Fitz Simmons, agt.

Upland, Neb.—We intend to make some minor repairs this season. We would have rebuilt our elvtr. if the crop had been good. The Farmers Union has built new coal bins and an iron clad flour and feed house, with concrete floor.—Thos. C. Lorenzen, mgr. Peoples Grain, Coal & L. S. Co.

Beaver Crossing, Neb.—O. W. Holmes is now agt. of the Nye Schneider Fowler Co. During the first year of our business, from June 1, 1916, to June 1, 1917, we shipped out 231 cars of grain and handled 136,480 bus. of wheat, 149,745 bus. of corn and 6,929 bus. of oats.—M. W. Spence, mgr. Farmers Grain Co.

Cozad, Neb.—The Farmers Co-operative Mlg. & Elvtr. Co. has appealed to the supreme court from an injunction secured against it by minority shareholders, forbidding the distribution of business profits except in the form of regular dividends on stock. The suit involves the legality of the general practice followed by farmers co-operative ass'ns in dividing the profits among the members in proportion to the value of the farm products sold by the latter to the former.

Moorefield, Neb.—The Van Wickle Lumber & Grain Co. on June 1 closed its elvtr., which was in poor condition, as the crop in this locality is very light. The Farmers Equity Union has been organized with Con Sears as pres. and Maurice Stephenson, sec'y, and has the material ordered for a tile house of 15,000 bus. capacity. Some of the machinery has already arrived. The contract was let before the crops suffered so badly by dry weather in July.—James Pearson, agt. Shannon Grain Co.

Callaway, Neb.—C. F. Brabham is agt. of the Trans-Mississippi Grain Co., which has taken over the 12,000-bu. elvtr. of the Farmers Elvtr. Co. F. L. Haycock is pres., E. H. Young, mgr., and B. J. Laughlin, agt. of our company, which has been incorporated with a capital stock of \$10,000. Mr. Haycock and Mr. Young are the owners of the Callaway Mlg. & Electric Co., which has been in business for 29 years. It buys grain for its own use, but does not ship grain. The mill is not on the railroad and has no siding.—Callaway Elvtr. Co.

Lincoln, Neb.—Warehousemen will be asked to execute new bonds running to Jan. 1, 1918, to cover liability on grain which will be received in the future in storage. Upon receipts of the new bonds, blanks for which will be sent to the warehousemen soon, proper notification will be sent out as to the cancellation of liability on the old bonds. The commission has been informed by some bonding houses that following such action the premium on the old bond will be prorated, so that warehousemen will not be put to excess expense due to this change in the law in the middle of the license year.

Agnew, Neb.—Daniel C. Hellerick has brot suit for \$35,000 against the Central Granaries Co. and the Nebraska Elvtr. Co. for injuries in an elvtr. Apr. 26, 1917. He states that he was temporarily employed by the foreman to repair the elvtr., and that certain machinery broke, due to alleged bad condition, while he was working on it. He claims that the accident rendered both arms useless. He is in the live stock business and says he was making from \$105 to \$200 a week before the accident. He asks that if the court should determine that this case comes under the workmen's compensation act he be awarded compensation accordingly.

Crofton, Neb.—The regular grain dealers here are C. A. Olson, operating a 16,000-bu. elvtr.; Ruden & McEwing, Mr. McEwing, mgr., operating a 30,000-bu. elvtr.; John F. Westrand Co., C. A. Samuelson, agt., operating a 20,000-bu. elvtr., and the McCaul-Webster Elvtr. Co., Ellis Tucker, agt., operating a 40,000-bu. elvtr., all located on the C. St. P. & O. All others are scoopers and unworthy of having shipments handled by a self respecting receiver. One scooper, who had been throwing grain on the ground while waiting for cars, has been forbidden to do so by the Council of Defense thru the county sheriff.

OMAHA LETTER.

The liabilities of the defunct United States Commission Co. are about \$250,000, with assets supposed to be worth approximately \$40,000. It is reported that the business is not likely to pay more than 5 cents on the dollar.

Otis E. Smith, mgr. of the elvtr. of the Updike Elvtr. Co. at Missouri Valley, Ia., for a long time, will be supt. of the new 1,500,000-bu. terminal elvtr., which the Northwestern R. R. is erecting here for the Updike company.

NEW ENGLAND

Everett, Mass.—The grain store of M. J. Cahill & Co. was slightly damaged Aug. 26 by fire, believed to have been of incendiary origin.

Boston, Mass.—Edward J. Donahue, for several years associated with the late George F. Reed and later with J. E. Southworth in the grain trade, has engaged in business on his own account, representing several western grain shippers in this market.

NEW JERSEY

Jersey City, N. J.—We have just completed a 4-story brick warehouse adjoining our grain elvtr. with switching facilities via the Erie R. R. We also built a new bag feed warehouse. Our plant consists of buildings covering 11 city lots and is equipped with up-to-date appliances for handling grain, hay and feed.—Carscallen & Cassidy.

NEW MEXICO

Roy, N. M.—The new elvtr. of the Wilson Elvtr. Co. is practically completed.

Clovis, N. M.—The capital stock of the Clovis Mill & Elvtr. Co. has been increased to \$35,000 by the issuance of \$10,000 preferred stock.

NEW YORK

Brooklyn, N. Y.—The erection of a 10,000,000-bu. elvtr. at Gowanus by the Federal Government is recommended by the Canal Board of New York.

Lackawanna, N. Y.—The Central Cereal Co. incorporated; capital stock, \$60,000; incorporators, Schuyler W. Scutt, Red Creek; Edwin A. Gibbs, Franklinville, and G. Grover Evans of this place.

BUFFALO LETTER.

A. W. Goodnow, representing Park & Pollard Co. of Boston, Mass., has applied for membership in the Corn Exchange.

Preparations are being made at the Electric Elvtr. to take care of the coming grain business and 300 ft. are being added to its dock.

Charles Kennedy, assisted by Edgar B. Black and Charles M. Kennedy, is in charge of the new wheat control office on the third floor of the Chamber of Commerce Bldg.

The capital stock of the Dellwood Elvtr. Co., which is affiliated with the Archer-Daniels Co. in the linseed oil and meal business, has been increased from \$100,000 to \$450,000.

Work was begun Aug. 28 on the construction of about 1,000 ft. of wooden dock from the end of the concrete dock at the Concrete-Central Elvtrs. to the winding basin opposite Farmer's Point on the Buffalo River. The work will be completed in 30 days. A new train shed will also be built at the Concrete-Central Elvtrs., which have a combined storage capacity of 4,500,000 bus. It will be able to accommodate 20 cars with a total of 12 spouts. There will be tunnels under the 5 tracks so that 20 cars can be placed for unloading at one time. The bin walls of the Central were completed on Aug. 11 and the new elvtr. will be entirely finished and ready for operation this month.

NEW YORK LETTER.

S. Grann-Meyer has been admitted to membership in the Produce Exchange.

Harry Raphael, for many years a member of the Produce Exchange, has become associated with Paine, Webber & Co., doing a brokerage business in grain, stocks and provisions.

Chas. E. Colson, for the past 2 years representing James Carruthers & Co., Ltd., will hereafter be associated with the Western States Grain Co.

W. R. Holligan, Jr., who recently became associated with A. O. Slaughter & Co. at this place, has resigned his membership in the Produce Exchange and left for the training camp at Spartansburg, S. C.

Leonard C. Isbister, formerly representing the Hancock Grain Co. here, and for the last 2 years with the firm of Smith & Miller, is now associated with the recently organized firm of Lewis, Proctor & Co., Inc.

NORTH DAKOTA

Grano, N. D.—Martin Wensel is now agt. of the Canton Grain Co.

Derrick, N. D.—We have installed a new cleaner.—Farmers Elvtr. Co.

Rawson, N. D.—C. E. Ellingson has purchased an elvtr. at this station.

Page, N. D.—O. T. and H. G. Griffiths have bot the elvtr. of A. O. Cornwell.

Sykeston, N. D.—F. H. Colby has resigned as agt. of the Occident Elvtr. Co.

Sawyer, N. D.—The Osborne-McMillan Elvtr. Co. has built an addition to its elvtr.

Leonard, N. D.—Rudolph Fagerlie, of Audubon, Minn., has taken charge of an elvtr. here.

Arnegard, N. D.—C. E. Ellingson, operating a line of elvtrs., has purchased an elvtr. here.

Guelph, N. D.—The Farmers Elvtr. Co. has installed a 1,250-bu. Richardson Automatic Scale.

Ransom City (Cayuga p. o.), N. D.—The Ransom Trading Co. will build a feed mill near its elvtr.

Kulm, N. D.—The Farmers Elvtr. Co. will handle lumber in connection with its grain business.

Hope, N. D.—E. H. Fuller, formerly of Moorhead, Minn., is now agt. of the Imperial Elvtr. Co.

Underwood, N. D.—J. O. Schneider, of Garrison, is now agt. of the Occident Elvtr. Co. here.

Casselton, N. D.—Tom Berryman, formerly mgr. of the Casselton Elvtr. Co., has removed to Dawson.

Pettibone, N. D.—The Farmers Elvtr. Co. is building a 16x20 ft. office building and an approach drive.

Cuba, N. D.—Arnold Halvorson, of Brooten, Minn., is the new grain buyer for the Atlantic Elvtr. Co.

Weaver, N. D.—I am now grain buyer for the Independent Elvtr. Co.—H. C. Sorenson, formerly at Alamo.

Coulee, N. D.—James A. Morrow has been retained as mgr. of the Farmers Elvtr. Co. at an increased salary.

Alamo, N. D.—H. C. Sorenson has resigned as mgr. of the Farmers Elvtr. Co. here and is now at Weaver.

Max, N. D.—Wm. Ney, formerly of Dogden, has succeeded G. E. Yonker as agt. for the Minnekota Elvtr. Co.

Lawton, N. D.—Patrick Connelly has succeeded A. E. Bruce, who resigned as mgr. of the Farmers Elvtr. Co.

Glen Ullin, N. D.—Work is progressing on the 40,000-bu. elvtr. for which the Glen Ullin Roller Mills recently let contract.

Lisbon, N. D.—A. C. Cooper is now mgr. of the Farmers Elvtr. Co. W. N. Jones has taken charge of the Packard Elvtr.

Wildrose, N. D.—H. C. Scheer & Son have bot an elvtr. here. A. J. Scheer is mgr.—E. A. Harseim, mgr. at Hamburg.

Fryburg, N. D.—The Farmers Union Elvtr. Co. is building new 4-bin coal sheds and a residence for its mgr., C. F. Carlson.

Benedict, N. D.—E. W. Newman is pres., R. L. Corbett sec'y, and R. L. Larkin treas., and I am mgr. of the Benedict Farmers Co-operative Elvtr. Co. We have bot the elvtr. of G. B. Martin.—G. E. Yonker.

Lallie, N. D.—I have gone out of the grain business.—J. D. Faxon, formerly mgr. Benson County Land & Investment Co.

Lakota, N. D.—Oil-soaked rags were found recently under the driveway at the elvtr. of the St. Anthony & Dakota Elvtr. Co.

Rhame, N. D.—C. E. Carlson, mgr. of the Farmers Equity Union for the past 3 years, has resigned on account of failing health.

Greenfield sta. (Blanchard p. o.), N. D.—The elvtr., which has been closed since last fall, is now open with a new agt. in charge.

Wimbledon, N. D.—The Farmers Elvtr. Co. has completed its new elvtr. and retained John Holden as mgr. for the coming year.

Hannah, N. D.—Chas. Tattle, formerly mgr. of the Farmers Elvtr. Co. at Rock Lake, is now mgr. of the Farmers Elvtr. Co. here.

Dawson, N. D.—The recently incorporated Farmers Elvtr. Co. has purchased the Raymond Elvtr. C. A. Cross will be active mgr.

Edgeley, N. D.—Edgeley Co-operative Grain Co. incorporated; capital stock, \$30,000; incorporators, L. P. Ormsby, E. J. Hamm and others.

Hatton, N. D.—Chas. Ness has succeeded R. E. Argell, who resigned as mgr. of the Hatton Grain Co. to become mgr. of the Farmers Elvtr. Co.

Northwood, N. D.—The Northwood Grain Co. incorporated; capital stock, \$50,000; incorporators, O. T. Peterson, E. K. Spoonheim and others.

Brittin, N. D.—The Farmers Equity Union incorporated; capital stock, \$10,000; incorporators, John Owens, of Moffit; W. S. Triplett, and others.

Williston, N. D.—Independent Elvtr. & Trading Co. incorporated; capital stock, \$15,000; incorporators, M. S. Williams, Gerald Miles and others.

Flasher, N. D.—The Powers Elvtr. Co. has reopened its elvtr., which has been closed for several months, with H. Narum, of New Rockford, as agt.

Durrupt siding (Wimbledon p. o.), N. D.—The new elvtr., on the Midland Continental, has been opened for business with Wallace C. Rexford as agt.

Hamburg, N. D.—C. H. Ihlen succeeded me as mgr. of the Farmers Elvtr. Co. when I resigned to take charge of the elvtr. of H. C. Scheer & Son.—E. A. Harseim.

Marion, N. D.—B. E. Winkelman has been elected mgr. of the Farmers Elvtr. Co. O. P. Paulson, formerly of Adrian, will be grain buyer, and H. S. Froemke, mgr. of the feed mill.

Dogden, N. D.—Wm. Ney has moved from this place to Max, where he is agt. for the Minnesota Elvtr. Co. The company's elvtr. here has been closed on account of poor crops.

Wing, N. D.—The Farmers Elvtr. Co. has taken down its old house and rebuilt an up-to-date elvtr., which is now ready to receive grain.—Farmers Union Elvtr. & Mercantile Co., Regan.

Wyndmere, N. D.—Nels Nelson, who was agt. of the Osborne-McMillan Elvtr. Co., which closed its elvtr. Apr. 1, has taken charge of an elvtr. at a station 6 miles southeast of Veblen, S. D.

Grace City, N. D.—Lightning struck the elvtr. of the Farmers Elvtr. Co. Aug. 24 and a half hour later the entire cupola was in flames. The fire was extinguished by volunteers before much damage was done.

Bismarck, N. D.—More than 1,500 licenses have been issued to deputy inspectors under North Dakota's new grain grading act. From 25 to 30 samples, put up in 5-lb. sacks, are coming in daily from the 1917 wheat crop to be graded. J. A. McGovern, chief ass't inspector, states that the wheat is grading very high.

Regan, N. D.—We have purchased a 2-burner Brown-Duvel Moisture Tester, but as there is no moisture in this part of the state, we will not have much use for the tester.—E. J. Pravda, mgr. Farmers Union Elvtr. & Mercantile Co.

Montpelier, N. D.—W. Johnson, an employe at the elvtr. of the Occident Elvtr. Co., narrowly escaped death when he tumbled 50 ft. in the elvtr., alighting on his back. He was severely injured, but is recovering rapidly.

Dunn Center, N. D.—The elvtr. of the Equity Elvtr. Co. was threatened with destruction recently when vapor from a bottle of gasoline in the engine room exploded and set fire to the building. The blaze was quickly extinguished.

Walhalla, N. D.—The Co-operative Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, John Fitzsimmons, pres., J. A. Jamison, sec'y, and others. The company recently bot the elvtr. of the Walhalla Roller Mill Co.

Donnybrook, N. D.—The Farmers Elvtr. Co., which owns elvtrs. at Aurelia and this place, will operate the house at Aurelia the first 3 days of the week and the one here the last 3 days. N. P. Johnson will be mgr. of both elvtrs.

Spring Brook, N. D.—The Farmers Elvtr. Co. has bot the elvtr. of the Victoria Elvtr. Co. Carl W. Larson, who was in charge of the elvtr. of the Farmers Elvtr. Co. at Stanley, which burned recently, has been employed as mgr. and grain buyer.

Michigan, N. D.—Fire at midnight Aug. 25 totally destroyed the elvtr. of the Duluth Elvtr. Co. and slightly damaged the elvtr. of the Farmers Elvtr. Co. The fire started in the lower part of the elvtr., which was empty, having been cleaned out in readiness to receive the new crop.

Fordville, N. D.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Martin Polutny, Charles Cafelt, of this city, and C. E. Stinchfield, of Warren, Minn. The company has bot the elvtr. of the Woodworth Elvtr. Co. and placed Ole Aafset in charge.

Lidgerwood, N. D.—The Lidgerwood Co-operative Mlg. Co. has been incorporated, with a capital stock of \$150,000. The elvtr. and mill of the Lidgerwood Mlg. Co., W. R. Movius, pres. and mgr., has been taken over by the new company. The stockholders are made up of about 30 farmers elvtr. companies in this locality. These companies will market the products of the mill and supply necessary wheat. W. D. Movius, son of W. R. Movius, is sec'y and mgr. of the new company.

OHIO

Louisville, O.—Wm. Berg, of Maximo, has bot an interest in the Louisville Mlg. & Elvtr. Co.

Hartville, O.—Fire on Aug. 27 destroyed the elvtr. of Richards Bros. The loss is \$6,000, with no insurance.

Johnstown, O.—We have taken over the business of T. W. Babcock and moved to this place.—Babcock Bros.

Painesville, O.—The Nickel Plate Mlg. Co., operating an elvtr. and mill, has installed new machinery in its plant.

Grover Hill, O.—I have resigned as mgr. of the Tama Grain Co. at Tama and am now with the Grover Hill Grain Co.—B. H. Sidle.

New Carlisle, O.—I. F. Studebaker has succeeded C. Mercer & Son in the grain business here.—E. T. Cusenbolder & Co., Sidney.

Wooster, O.—The Wooster Equity Ass'n has started the erection of an elvtr., on the B. & O., to take care of this year's wheat crop.

Tama, O.—The Tama Grain Co. has just completed a combined corn and oats crib and a few minor repairs about the plant. A new seed cleaner has been installed in the seed room. P. S. Wright has succeeded B. H. Sidle, who resigned after being mgr. for 2 years to go to Grover Hill.

Cincinnati, O.—Percy B. Collins, of Collins & Co., has applied for membership in the Grain & Hay Exchange and the Chamber of Commerce.

Whiteville sta. (Metamora p. o.), O.—The Whiteville Elvtr. Co., recently incorporated by Vinton Bird, M. F. Fairbanks and others, will operate an elvtr.

Bryce, O.—The Farmers Co-operative Elvtr. Co., of Defiance, has taken over the elvtr. here and will operate it as the Farmers Co-operative Branch Elvtr. No. 1.

New Winchester (Bucyrus p. o.), O.—The New Winchester Elvtr. & Exchange Co. incorporated; capital stock, \$6,000; incorporators, P. T. Neumann, J. D. Winters and others.

Loudonville, O.—The Gwinn Mlg. Co., of Columbus, has brot suit against the Farmers Equity Exchange Co., of this place, for \$3,608 and interest for failure to deliver wheat in accordance with contract.

Greenville, O.—The many friends of Ed. Grubbs of the E. A. Grubbs Grain Co. will be pleased to learn of his marriage to Miss Anna Jacomet. They will be at home to their friends after Oct. 17 at 431 W. 3d St.

TOLEDO LETTER.

The directors of the Produce Exchange have fixed \$2.15 as the settlement price for all open September wheat trades.

Efforts will be made by the members of the Produce Exchange to have this market given a higher rating with the government buying board, which does not now regard it as a terminal market.

Mark Shanks, a young man who used the name of Food Administrator Hoover and had letter heads with C. A. King & Co. on, offering 10 to 15c above the ruling market for 1 or 2 carloads of wheat, is out on bail. His lawyer claims he would have paid for the wheat.

OKLAHOMA

Bixby, Okla.—Work on an elvtr. will be started at once.

Blanchard, Okla.—An elvtr. has just been completed at this station, which is on the Rock Island.

Kingfisher, Okla.—The new concrete elvtr. of the Oklahoma Mlg. Co. is practically completed.

Madill, Okla.—The Babbitt Mill & Elvtr. Co. has succeeded the Marsh Mlg. & Grain Co.—McLelland & Woody.

Komalty, Okla.—The R. H. Drennan Grain Co., of Oklahoma City, has completed its new 10,000-bu. elvtr. and placed it in operation.

Hydro, Okla.—The Hydro Seed & Grain Co. has just completed a new elvtr., with all up-to-date equipment, including a No. 2 W-W Grinder.

Burbank, Okla.—The Witcraft Grain Co. has taken over the elvtr. of the Badger-Hudson Grain Co. W. H. Witcraft and Elzie Stewart are the new owners.

Yukon, Okla.—Work is progressing on the addition to the plant of the Yukon Mill & Grain Co. It will be completed about Oct. 25. A. Christl, of Parkville, Mo., will be in charge of the new 1,000-bbl. flour and cereal mill.

Minco, Okla.—During a recent storm the elvtrs. owned by A. W. Marlow and the Farmers Elvtr. Co. were moved several inches on their foundations and the smoke-stack on the elvtr. of the Minco Grain Co. was dismantled.

Enid, Okla.—The elvtr. owners and operators of Oklahoma held a meeting Sept. 3 for the purpose of discussing the problems confronting the grain interests today and to work out a plan whereby the margin of profit to the licensed elvtr. will be equal.

Fairfax, Okla.—W. H. Witcraft, member of the Badger-Hudson Grain Co. and mgr. of the elvtrs. at this place, Burbank and Remington, has bot the 3 elvtrs. and will operate them under the name of the Witcraft Grain Co. He has sold a half interest in the one at Burbank to Elzie Stewart.

Enid, Okla.—The Oklahoma Flour Mills Co. incorporated; capital stock, \$12,000; incorporators, Fred L. Meyer, Wellington, Kan., J. R. Chapman and B. G. Estill.

Oklahoma City, Okla.—C. F. Prouty, sec'y of the Oklahoma Grain Dealers Ass'n, has written members urging them to send his office the fullest information on out-turn weights to be used in the hearing before the Interstate Commerce Commission at Chicago Sept. 18 on the natural shrinkage deduction. Records are desired of the amount of grain bought from July 1, 1916, to July 1, 1917. Second, amount of grain shipped during same period as determined over shipper's scales. Third, amount of grain paid for by the receivers in the same period. Fourth, amount of grain shipped according to railroad weights as taken from expense bills and if the expense bill doesn't show this have agents furnish it. Fifth, type of scale used and number of tests made and by whom.

OREGON

Shutlers, Ore.—The new 125,000-bu. elvtr. at this place is finished and will be operated by a company, of which C. A. Harth, of The Dalles, is pres. and M. E. Weatherford and A. M. Cannon, the principal stockholders.

Astoria, Ore.—The Port Commission has let contract for the machinery for the 36 new grain storage tanks at this port. The concrete foundation is now being laid for the tanks, each of which will be 80 ft. high and 22 ft. in diameter. They will have a total storage capacity of 1,000,000 bus.

PORTLAND LETTER.

Charles L. Dutcher, who resigned as general mgr. of the Columbia Mfg. Co., on Sept. 1 engaged in the grain business on his own account.

The plans for the dock commission elvtr. and terminal docks will be made by the Witherspoon-Englar Co. The elvtr. will be located west of St. Johns, on the Willamette.

The public service commission Aug. 24 issued an order formally designating Portland as a grain inspection point under the grain inspection act passed by the last legislature.

SOUTH DAKOTA

Tripp, S. D.—E. Schmidt is now mgr. of the Farmers Elvtr. Co.

Fulton, S. D.—G. I. Johnson is now mgr. of the Farmers Elvtr. Co.

Gayville, S. D.—A. W. Melville is now mgr. of the Gayville Elvtr. Co.

Burke, S. D.—The elvtr. of the Farmers Elvtr. Co. has been overhauled.

Wagner, S. D.—A manlift has been installed in the elvtr. of Harbey & Neidermeier.

Gregory, S. D.—The elvtr. of the Farmers Elvtr. Co. has been given a general overhauling.

Forestville, S. D.—Repairs are being made on the elvtr. of the McCaull-Webster Elvtr. Co.

Parker, S. D.—Chas. P. Darby has bot and taken possession of the elvtr. of the Reedy Grain Co.

Dante, S. D.—Melmer & Fillaus have bot and are operating the elvtr. of the Farmers Elvtr. Ass'n.

Menno, S. D.—A. A. Wollman has sold a half interest in his elvtrs. at this place and Bridgewater to his son.

Flandreau, S. D.—Electric lights have been placed around the elvtrs. of the Lang Elvtr. Co. and Faris & Gray.

Bruce, S. D.—Lars Larson has been retained as mgr. of the Farmers Co-operative Co. at an increased salary.

Wessington, S. D.—I am now with G. W. Van Dusen & Co. at this station.—O. O. Lund, formerly at Highmore.

Jefferson, S. D.—The Farmers Elvtr. Co. has just purchased the elvtr. of the Tiedeman Elvtr. Co. and now operates 3 elvtrs here.

Hudson, S. D.—We have taken over the elvtr. of the Tiedeman Elvtr. Co. here.—King Elvtr. Co., Sioux City, Ia.

Elk Point, S. D.—Simonson & Manning have succeeded Simonson & Lewiston as props. of the Elk Point Elvtr. Co.

Carthage, S. D.—J. H. Patten and B. W. Jackson have formed a partnership to build and operate a 20,000-bu. elvtr.

Fedora, S. D.—The Farmers Union Elvtr. Co. is being incorporated by H. T. Zimmerman, Frank O'Neill and Fred Veck.

Langford, S. D.—The Olson Grain Co., of Webster, has bot the elvtr. of the Williams Elvtr. Co. Reuben Olson is mgr.

Bowdle, S. D.—The Bowdle Grain Co. now owns and operates the 25,000-bu. elvtr. formerly owned by the Victoria Elvtr. Co.

Fullerville sta. (Mission Hill p. o.), S. D.—Harry West is now mgr. of the Farmers Union Co., succeeding A. W. Melville, who is now at Gayville.

Pierpont, S. D.—J. H. Aadland is mgr. of the recently incorporated Co-operative Elvtr. Co., which has taken over the 30,000-bu. elvtr. of the Union Elvtr. Co.

Madison, S. D.—The chattel mortgage on the property of the Smith Grain & Seed Co. has been foreclosed. The property was bid in for slightly less than \$500.

Trent, S. D.—The Quaker Oats Co. has bot the 75,000-bu. elvtr. of the Farmers Elvtr. Co., of which R. H. Underwood was prop. An addition was recently built to the elvtr.

Meckling, S. D.—H. Westre has bot and is operating one of the elvtrs. of the McCaull-Webster Elvtr. Co. Robert Orr is mgr. of the elvtr. of the McCaull-Webster Elvtr. Co.

Brandt, S. D.—The newly organized Farmers Elvtr. Co. has taken over the elvtr. of the old Farmers Elvtr. Co. Coal, flour, feed and potatoes will be handled in connection. Lars Nesheim is mgr.

Sioux Falls, S. D.—C. H. Thayer & Co. have opened new offices in this city in the Boyce-Greely Bldg. and not the Security National Bank Bldg., as heretofore erroneously announced.—Gordon L. Cashman.

SOUTHEAST

Donaldsonville, Ga.—G. P. Shingler will build a 50,000-bu. elvtr.

Water Valley, Miss.—The erection of a small elvtr. is planned by the Merchants Grocery Co.

Monticello, Fla.—The Jefferson County Products Co. has bot a Hail Signaling Grain Distributor.

Thomasville, Ga.—Work is progressing on the 5-story elvtr. for which W. H. Burch & Son recently let contract.

Thomasville, Ga.—The Thomasville Elvtr. Co. has let contract for a 20,000-bu. elvtr., to be completed by Oct. 1.

Selma, Ala.—Law Lamar, Sr., member of the grain firm of L. & E. Lamar for 32 years, died recently at the age of 62 years.

Blakely, Ga.—The Blakely Mfg. & Trading Co. will build a 25,000-bu. elvtr., 500-bu. corn meal plant and 50-ton molasses feed plant.

Bradfordville (Tallahassee p. o.), Fla.—The Bradford Produce Co. has been organized to operate a grain warehouse and canning factory.

Moultrie, Ga.—The Moultrie Grain & Elvtr. Co. has let contract and started work on a large warehouse near its elvtr., which is nearing completion.

Chipley, Fla.—I am planning the erection of a small elvtr. to handle ear corn. It will have a capacity of from 6,000 to 8,000 bus. and will be equipped with a sheller, cleaner and an automatic scale.—J. J. Daring.

TENNESSEE

Nashville, Tenn.—Joel W. Kerr, aged 58 years, associated with his brother, S. S. Kerr, in the grain business, died recently. He is survived by his widow and his brother.

Binghampton, Tenn.—The East St. Louis Cotton Oil Co. has bot the elvtr. of the Trenholm-Kolp Co. Improvements will be made and the corn shelling capacity will be increased.

Nashville, Tenn.—Mrs. Melinda Landis, wife of John T. Landis, has brot suit against several prominent grain dealers of this city to recover money alleged to have been won on dealing in futures with the defunct firm of John T. Landis & Co., of which John T. Landis was senior member. The firm failed last year for about \$100,000.

TEXAS

Nome, Tex.—No elvtrs. are located at this point.—X.

Yorktown, Tex.—A new grain company has been organized, with a capital stock of \$45,000.

Oxford, Tex.—The Farmers Society of Equity is building an elvtr. to take care of the fall grain crop.

San Antonio, Tex.—J. E. Muegge & Co., grain dealers, suffered a loss of \$10,000 when their feed warehouse burned Aug. 25.

Howe, Tex.—The Howe Grain & Mercantile Co. is practically bankrupt, altho no proceedings have as yet been filed. The company had bot a number of lots of grain on contract from grain companies at this and other markets, which they were unable to take care of, and was on the long side of the market when the prices declined following the announcement of the governmental regulation.

UTAH

Hyrum, Utah.—Work has been started on a large elvtr., on the O. L. & I.

Salt Lake City, Utah.—The Husler Mfg. & Elvtr. Co. has filed a petition for dissolution.

Honeyville, Utah.—The Bear River Mfg. Co. has completed its new 20,000-bu. elvtr., consisting of 4 concrete tanks, and is pushing work on the mill, now under construction.

Gunnison, Utah.—Gribble & Vogeler, listed in the List of Rocky Mountain Grain Dealers at this place, as a branch of the Vogeler Seed & Produce Co., is not in business now.

Logan, Utah.—The recently incorporated Vitamin Co. has completed a 200,000-bu. reinforced concrete elvtr., consisting of four 50,000-bu. grain tanks, and it will be opened for business in a few days.

WASHINGTON

Walla Walla, Wash.—Two elvtrs. have just been completed at this place.

Seattle, Wash.—The North Pacific Grain Co. has increased its capital stock to \$50,000.

Warwick, Wash.—The Centerville Elvtr. Co. has completed its new elvtr. and placed it in operation.

Wheeler, Wash.—Thomas A. Hansen, of Withrow, is now mgr. of the grain warehouse of the McDonald & Hale Co.

Colfax, Wash.—The Globe Grain & Mfg. Co., of Portland and San Francisco, Cal., has opened an office here, with C. M. Cook as mgr.

Goldendale, Wash.—The Farmers Union Warehouse Co. has installed the machinery and opened its new elvtr. for business Sept. 1.

Okanogan, Wash.—J. E. Bowles is installing a new and up-to-date feed-grinding, grain and seed-cleaning plant and alfalfa meal mill.

Prosser, Wash.—A 50,000-bu. elvtr. has been practically completed at this station. It is the first elvtr. to be erected in the Yakima Valley.—K.

Creston, Wash.—The Creston Union Grain Co. has installed an air-pressure water system in its elvtr. and warehouse, which is operated by electric power, for fire protection.—M. D. Dungan, mgr.

Creston, Wash.—We have purchased the 450-bbl. mill, which we have been operating under lease for the past year.—Sperry Flour Co., Tacoma.

Omak, Wash.—The Mulligan & Burke Grain Co. incorporated; capital stock, \$10,000; incorporators, W. G. Mulligan, George M. Burke and W. G. Mulligan, Jr. The company recently completed a large warehouse.

Spokane, Wash.—Our company intends to build a flour mill here. The building will be of sufficient capacity for a 1,500-bbl. mill. We intend to put one unit or half of this capacity to begin with. The bulk storage capacity will be about 300,000 bus. with a warehouse floor area of about 50,000 square ft. The entire plant will be of reinforced concrete and will be operated under the name of the Sperry Flour Co. Electric power will be installed.—Sperry Flour Co., Tacoma.

WISCONSIN

Mosinee, Wis.—The Northern Mfg. Co. has installed a feed mill.

Lima, Wis.—Dadmun Bros. are building an addition to their elvtr.

Sheboygan, Wis.—Arndt Bros. have let contract for a new elvtr. and warehouse.

Grantsburg, Wis.—Repairs have been made in the elvtr. and plant of the Hickerson Roller Mills Co.

Superior, Wis.—The Duluth-Superior Mfg. Co. has purchased a 150-h. p. electric motor for its elvtr.

Oakfield, Wis.—We will install a 40-h. p. electric motor-driven grinder.—N. J. Marx, mgr. Oakfield Elvtr. Co.

Fond du Lac, Wis.—The Helmer Mfg. Co. will erect a private garage and service shop, 50x80 ft., at a cost of \$10,000.

Diamond Bluff, Wis.—The elvtr. of the Farmers Equity Exchange, at Smith's Landing, has been destroyed by fire.

Sturgeon Bay, Wis.—The Door County Produce Co. is installing a large kerosene engine to replace a gas engine of smaller capacity.

Portage, Wis.—The T. H. Cochrane Co. is enlarging its offices and will build a 2-story reinforced concrete flour and feed warehouse.

Marshfield, Wis.—The Sparr Cereal Co., operating a 50,000-bu. elvtr. and 500-bbl. mill, has increased its capital stock from \$50,000 to \$100,000.

Cameron, Wis.—Edward Ludwig has erected an elvtr. and flour and feed warehouse, 30x44 ft., 4 stories and basement, of reinforced concrete.

West Bend, Wis.—The West Bend Brewing Co. is remodeling its malt house, putting on a new roof and installing shafts and additional machinery.

Luxemburg, Wis.—The Luxemburg Mfg. Co. has changed its name to the Luxemburg Mfg. & Elvtr. Co. It has overhauled and placed in operation the elvtr., which it took over from the Cargill Elvtr. Co.

Janesville, Wis.—The Blodgett-Holmes Co. took over the grain and milling business of the Blodgett Mfg. Co. on Aug. 31. No change will be made in the management of the business, which is owned by Frank H. Blodgett, pres., A. M. Holmes, vice-pres., and D. W. Holmes, sec'y and treas.

MILWAUKEE LETTER.

Patrick P. Donahue, senior member of the firm of Donahue & Stratton, has been selected as Milwaukee's food administrator by the Milwaukee County Council of Defense.

The rate of interest to be charged on advances, under the rules of the Chamber of Commerce during the month of September, has been fixed by the finance committee at 6% per annum.

Alonzo E. Bush, of the Taylor-Bour-nique Co., and S. A. Burke, of the Slaughter-Burke Co., Sioux City, Ia., have been admitted to membership in the Chamber of Commerce. The membership of Frank Harlow has been transferred.

Elvtr. operators will furnish the Milwaukee R. R. a list of all cars bot on the exchange, so that they can be switched out of inspection yard on the same day. Shippers are co-operating with the railroad companies to prevent congestion.

The inspection dept. of the Chamber of Commerce has purchased two additional moisture testers for the testing of samples. This makes eight machines as the total equipment of the dept., on which it is possible to take 48 tests at one time.

At the request of Vice-Pres. Howard B. Jackson, of the Food Administration Grain Corporation, a com'te of three is perfecting a plan for the apportionment of elvtr. storage to handle the wheat business for the government. This com'te consists of Messrs. P. P. Donahue of Donahue-Stratton Co., P. C. Kamm of P. C. Kamm Co. and James M. Coughlin of the Updike Grain Co.

The following amendments to commission rules of the Chamber of Commerce were carried Aug. 28: Wheat, barley, rye, corn, oats, kafir corn, milo-maize and feterita: 1% of the sale value, with a maximum charge on wheat, rye, kafir corn, milo-maize and feterita of 2c per bu., on barley and corn of 1½c per bu., and on oats of 1c per bu.; and a minimum charge on wheat, barley, rye, kafir corn, milo-maize, feterita and ear corn of 1c per bu., on shelled corn of ¾c per bu., and on oats of ½c per bu. Speltz: Carloads, 1% of sale value; less than carloads, 1½% of sale value. Screenings: 50c per ton. Mill-stuffs: More than 20 tons, 37½c per ton; 20 tons or less, \$7.50 per car. Ground feed: 50c per ton. Hay and straw: 50c per ton. Buckwheat in carload lots: 2c per 100 lbs. On sales to arrive where delivery is not made, not less than one-half of the above rates of commission shall be charged. Provided, that on millstuffs, ground feed, hay and straw the charge shall be not less than \$5 per car.

WYOMING

Upton, Wyo.—The Equity Co-operative Ass'n has been incorporated with a capital stock of \$20,000.

Lost Springs, Wyo.—The Lost Springs Co-operative Ass'n has been incorporated to deal in grain and implements.—K.

Newcastle, Wyo.—A. C. Church has bot the Newcastle Roller Mills, which he has been operating under lease. It is his intention to build an elvtr. as soon as conditions warrant.

Pine Bluffs, Wyo.—The Platte Grain Co. has leased the old Pioneer Elvtr. of the Farmers Clearing House Ass'n, which owns both elvtrs. here, having bot the Pioneer Elvtr. of C. R. Buschow. Last year both elvtrs. were operated under one management, which did not give satisfaction. C. R. Buschow now owns and operates an elvtr. at Egbert.

THE OKLAHOMA FARMERS' UNION at a recent convention at Oklahoma City voted that the government take cotton under control and guarantee the grower not less than 30 cents per pound; and that less than \$3 will not give the farmer a living price for wheat.

THE WHEAT MAP of the United States was changed when the Food Corporation began operations, and for the time being Chicago's place as the wheat center has been taken by New York, the world's wheat supply now being controlled by Julius Barnes from offices at 42 Broadway.

BARON RHONDDA, the British food controller, declared in a recent interview that the submarine campaign is no longer causing anxiety regarding England's bread supply. He said that in one respect the campaign is a blessing, in that it has acted as a stimulus to cultivation so that within a year the United Kingdom will be practically independent of imports, so far as the chief foodstuffs are concerned.

Price Com'te Recommends \$2.20 for Wheat.

To the PRESIDENT OF THE UNITED STATES:

The undersigned committee has been asked by you to recommend the price which the Government should pay for the 1917 crop of wheat.

In its deliberations the committee has kept constantly in mind the three following factors:

First. The fact that the United States is at war.

Second. The need of encouraging the producer.

Third. The necessity of reducing the cost of living to the consumer.

The normal laws of supply and demand have been violently interfered with and Congress has undertaken to offset this disturbance by conferring extraordinary powers upon the President to stabilize prices.

Each of the foregoing factors grows out of conditions which have received the careful attention of the committee. Chief among them are: That the wheat yield in a great and important section of the country has this year been below the normal; that over against this situation is the crying need among the whole body of the population, especially the wage earners, that the rising tide of costs shall be stayed and reduced as rapidly as possible consistent with the welfare of the producer; that the Government is at the present time engaged in the great task of reducing and stabilizing costs of other staple commodities; that the wheat of the world is abundant for its needs even disregarding the stores in Russia, but because of lack of shipping and war conditions, the burden of supplying wheat to the allies and to neutral nations rests for the time being upon the United States and Canada.

Your committee has also considered the fact that the Government price for the 1917 wheat crop is in effect a continuing guaranty until the minimum price guaranteed by Congress for the crop of 1918 goes into effect (July 1, 1918). It has considered the relation of the 1918 minimum price guaranty to the price here recommended. It has also considered the effect which an early termination of the war would have upon the wheat markets of the world.

In reaching its conclusion, the committee has been guided by the principles you have announced, that a fair price should be based upon the cost of production for the entire country, plus a reasonable profit. We have relied upon the cost estimates for the crop of 1917 furnished by the United States Department of Agriculture, checked by the results of our independent investigations and the evidence submitted to the committee by producers and their representatives.

The committee has considered the regulations recently established by the United States Food Administration Grain Corporation for the different grades of the wheat through which all transactions in wheat are to be standardized and speculation to be entirely eliminated. Also that profits to the grain dealer, miller, and flour dealer have been regulated and reduced by the Grain Corporation, effecting a material reduction in the cost of flour.

In consideration of the foregoing facts and circumstances, this committee respectfully recommends that the price on No. 1

Northern Spring wheat, or its equivalent, at Chicago, be \$2.20 per bushel.

Respectfully submitted,

H. A. Garfield, chairman; Theo. N. Vail, J. W. Sullivan, E. F. Ladd, F. W. Taussig, Eugene E. Funk, H. J. Waters, C. S. Barrett, J. W. Shorthill, L. J. Taber, W. N. Doak.

National Federation of Shippers Organized.

Representatives of about 50 shippers and ass'ns of shippers met in the Hotel La Salle at Chicago Aug. 31 in response to a call issued by an organization known as the National Shippers Conference and a permanent ass'n was formed to be known as the National Federation of Shippers, its object being to protect the interests of the producers, shippers, receivers and consumers of the country in all matters relating to transportation.

The National Shippers Conference was formed in Chicago April 13, at the time when the 15% Advanced Rate Case was pending before the Interstate Commerce Com'n. At that time a com'te, headed by Clifford Thorne, was appointed, and this com'te took a prominent part in the hearings before the Com'n and was influential in presenting the evidence which caused that body to suspend the increased tariff rates.

The immediate object of the National Shippers Conference had thus been accomplished, but inasmuch as the carriers have recently filed tariffs proposing increases on certain commodities, including grain and grain products, oil, lumber and live stock, in Official Classification Territory, it became necessary to hold another meeting to consider means for combating the adoption of the proposed tariffs. It was for this purpose that the second conference was called.

At the morning session a com'te was appointed to draft resolutions protesting against the reopening of the 15% rate case in the manner requested by the carriers, these resolutions to be presented to the Interstate Commerce Com'n. The com'te was also instructed to report to the body a plan for the organization of a permanent association.

The com'te returned a tentative constitution and by-laws for an organization to be known as the National Federation of Shippers. With a few minor changes these were adopted.

Resolutions were then adopted as follows:

Resolutions.

Whereas, The Interstate Commerce Com'n granted a full hearing covering a period of many weeks, during which time the carriers and shippers were given an opportunity to be heard in the Fifteen Per Cent Case, regarding the proposed horizontal advance in freight rates throughout the United States; and the Interstate Commerce Com'n in its decision of June 29, 1917, denied the proposed general horizontal advance; and,

Whereas, At this time, while the country is engaged in the most stupendous war ever known to history; while the administration is being embarrassed by the many problems arising constantly as the result of the war; while the young men are being drafted for military service; and while others are making sacrifices in time and money, it is most inopportune for the carriers to seek, by greatly increasing their freight rates, to swell their present large earnings, thereby increasing the cost of living and adding to the cost of the war just as much as is the increased transportation cost of government materials;

Therefore Be It Resolved, That we heartily commend the Interstate Commerce Com'n for its thoro investigation in the Fifteen Per Cent Case, and for the courageous and righteous decision which it rendered in said case; and, be it further Resolved, That the Board of Directors

be instructed to file a protest with the Interstate Commerce Com'n against the present proposal of the carriers to increase the commodity rates in Official Classification Territory, which were specifically denied by the Com'n, and that the Board of Directors be authorized to take such steps as may be necessary to protect the just rights of shippers against this as well as similar proposed advances which may be made in the future.

Upon motion it was ordered that those who had served as officers of the National Shippers Conference should continue as the officers of the new organization. These officers are: Henry Wallace, pres., Des Moines, Ia.; R. L. Welch, 1st vice-pres., Kansas City; Edward F. Keefer, 2nd vice-pres., Chicago; M. R. Myers, sec'y, Chicago; and Herman W. Danforth, treas., St. Louis.

Several speakers emphasized the need for a permanent body, representing the shippers, to compile data designed to combat the propaganda of the carriers, and it was the sense of the meeting that such a body should be created.

Those who were present as delegates were requested to present the matter of membership to their respective firms and ass'ns and to report to the Sec'y's office in Chicago when action had been taken by their ass'n. As each ass'n holding membership in the Federation will be represented on the Board of Directors by four men it is considered imperative that action be prompt, in order that the Directors may perform the duty placed upon them by the resolutions and prepare to resist the rate advances sought by the carriers.

The Federation expressed its thanks to the members of the com'te which had represented the body before the Interstate Commerce Com'n.

It is the purpose of the Federation to hold meetings annually hereafter, the date and place of each to be decided by the Board of Directors; and to hold such special meetings as may be necessary.

Proso Millet.

White Proso, a Siberian food millet discovered by Professor N. E. Hansen in 1913 at Semipalatinsk, has since been cultivated in the United States, but could not be used for food because there were no hulling machines in America.

Machines for hulling proso have been made only in Russia, and the one ordered by Professor Hansen in January, 1916, did not reach the state college at Brookings, S. D., until August this year.

The food value of proso lies in its high protein content, analyzing 17 per cent, compared with 12 per cent in wheat.

Proso is the corner stone of agriculture in the driest regions of Asia and Eastern Europe, and is a staple ration for the soldiers of Russia, Austria, Germany and other countries. In Bulletin 158 Professor Hansen gives a list of 32 different varieties of proso imported from his various trips to Russia. The bulletin also contains many recipes for preparing proso as a table food, as worked out by the state college department of home economics. In Russia the hulled proso is eaten as a mush. Good bread may be made by mixing one-third proso with two-thirds of either wheat or rye. As a war bread, proso merits careful consideration, as it will save one-third of the wheat or rye in case of necessity. The many varieties of proso vary in color from black to red, brown, yellow and white, the white variety being best for hulling as a table food.

REPORTS from many sections of the corn belt support the early prediction that the poorest nubbin will wear silk this fall.

The Biggest Corn Crop on record, and 15 Days Late

Meaning—

Immature Corn
Soft
Needing Drying

HESS DRIERS and
CONDITIONERS

will save and preserve that corn. Are you equipped? Better inquire now, before the corn is on hand.

HESS WARMING & VENTILATING CO.

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Moisture Testers and
Grain Sieves Also

GRAIN SHIPPING LEDGER

Form 24. An indexed shipping ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1-2 x 15 1-2 inches, used double.

The book contains 100 double pages. Atlas linen ledger paper is used. A 16-page ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$2.75.

Grain Dealers Journal

315 So. La Salle St. CHICAGO, ILL.

Feedstuffs

VICKSBURG, MISS.—K. D. Wells has succeeded Morgan H. Janin, cotton seed products broker.

GEORGIANA, ALA.—The Alabama Velvet Bean Mills have been incorporated with \$15,000 capital stock.

BIRMINGHAM, ALA.—The Union Cotton Oil Co. is erecting a velvet bean mill to put out 60 tons of meal daily.

EUFULA, ALA.—A velvet bean grinding equipment of 30 tons daily capacity is being installed by the Eufaula Cotton Oil Co.

ERIE, COLO.—A temporary plant to handle this year's crop of alfalfa will be erected by the Great Western Alfalfa Milling Co.

JACKSON, MISS.—R. H. Green has equipped his plant with a 48-inch alfalfa grinder made by the Wilson-Wetterhold Grinding Machine Co.

MEMPHIS, TENN.—J. Roy Brittain, former traffic manager of the Superior Feed Co., has been arrested on the charge that he is short in his accounts \$1,100.

THE WORD Cottolene has been registered as trade mark No. 104,525 for use with animal feed meal by the Imperial Cotto Sales Co., Chicago, Ill. Use is claimed since June 2, 1917.

TULSA, OKLA.—The Tulsa Feed Store Co. has been incorporated with \$20,000 capital stock, by W. S. Gunning of Webb City, Mo.; Geo. W. Hoyland of Kansas City and O. U. Schlegel of Tulsa.

ABILENE, KAN.—The new alfalfa grinding plants of the Denver Alfalfa Milling & Products Co., at this place and Hagerman, N. M., have been equipped with 48-inch Wilson-Wetterhold Grinders with force feed and a capacity of 8 tons per hour.

R. F. BICKNELL, Boise, has been appointed federal food administrator for Idaho.

SOUTH AFRICA reports a good crop of corn with an export surplus of 6,000,000 bus. from the 13,000,000-bu. harvest.

THE BOARD of Grain Supervisors of Canada on Sept. 7 fixed the price of wheat at \$2.20, corresponding with the price set by the U. S. Food Administration.

THE CHICAGO Board of Trade delegation to the Buffalo convention of the Grain Dealers National Ass'n is composed of Hiram N. Sager, Fred G. Winter, J. E. Cairns, D. I. Van Ness and P. H. Monks, and is making up a party to leave at 5:40 p. m. Sunday, Sept. 23.

Feedstuffs Movement in August.

Receipts and shipments of feedingstuffs at the various markets in August, 1917, compared with August, 1916, were as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Chicago, lbs.	56,829,000	36,186,000	74,562,000	84,801,000
Minneapolis, tons	2,863	7,711	49,388	65,671
Milwaukee, tons	2,060	11,621	15,045	24,326
Kansas City, tons	1,920	2,320	10,140	11,580
San Francisco, tons	1,091	3,044	.....	.....
New York, tons	950	1,260	3,005	42
St. Louis, sacks	81,030	94,040	83,300	64,730

The Order of Grain Buyers of Canada.

The Order of Grain Buyers of Canada was organized in March, 1917, and its first annual convention was held at Moose Jaw, Sask., in July.

Some 400 buyers in the province of Saskatchewan have joined the Order, and a vigorous campaign for membership among the buyers in Alberta and Manitoba is to be conducted.

The aims and objects of the organization are:

To exalt the character, to increase the ability, to remove some of the objectionable features, and to raise the dignity of the profession of the grain buyers.

To secure a better understanding and a better co-operation between the grain buyers, the grain companies and the grain growers.

To benefit our employers, to raise the standard of efficiency and to eliminate unfair competition.

To alleviate distress among the sick and disabled members.

To allow no person to remain a member of this order unless he lives a sober, moral life.

To require all members to faithfully and honestly perform their duties to the best of their ability, for the companies employing them.

At the last meeting the Order adopted a number of resolutions, chief among which were: A resolution addressed to the Board of Grain Commissioners asking for the return of weights direct to the buyer at the point of shipment; a resolution dealing with the abolition of what is commonly known as the filing of the "shortage bond"; a resolution favoring the taking over by the Board of Grain Commissioners of all scales and everything pertaining to the weighing of grain; and resolutions calling upon companies to install a man lift in each elevator, to increase the remuneration of the buyers by at least 15%, and to have the buyers come under the workmen's Compensation Act the same as other workmen in the Province.

Present officers of the Order are: Pres., E. T. Sullivan, Gravelbourg; vice-presidents, G. Lockwood, Pinkham; H. Bell, Verwood; Mr. Duffy, Swift Current; and H. S. Swallow, Theodore, Sask.; sec'y treas., J. Law, Moose Jaw; directors at large, W. Rothwell, Aylesbury; G. Odell, Morse; D. Reekie, Tugaskie; C. Shingler, Waseca; and J. Morton, Qu'Appelle.

I DO NOT SEE how any grain dealer can get along without the Grain Dealers Journal.—Chas. Barnes, mgr. Modale Farmers Elvtr. Co., Modale, Ia.

I THINK the regular dealer who has capital invested and is in business during slack times as well as good ought to be protected from the scoop shoveler.—Frank A. Wallin, Dixon, Neb.

IT IS FUTILE to give counsel where counsel is not asked or wanted. It is as futile for an organization of other than farmers and officered by men not in warm sympathy with them to patronize them by foisting upon them an institution they do not feel the need of, said the retiring county agent of Portage County, O.

THE FARMERS and Settlers Co-operative Grain Co., Ltd., has been formed in Sydney, New South Wales, to act as grain and produce merchants, exporters, millers, storekeepers, warehousemen, etc. The company is registered with a capital of 100,000 £1 shares. A. K. Trethowan, M.L.C., was active in its organization. He anticipates that the company will play a prominent part in the handling of the next wheat harvest.

Supply Trade

THE Philadelphia Grain Elevator Co., of Philadelphia, Penna., is Invincibly inclined. Order has recently been placed for two large separators.

BLOOMINGTON, ILL.—E. E. Snow, for many years sales manager of the Portable Elevator Mfg. Co., died Aug. 25. Before going with this company Mr. Snow was representing the Harber Bros. Co. on the road.

ADVERTISEMENTS are just as delicate as eggs, and you can test them in the same "Wiley" way. They either sink immediately out of sight in the salty bath of criticism, or remain uppermost in the mind and do the work for which they were created.—Mahin Messenger.

LAWTON, MICH.—Chas. M. Seckner, for over twenty years engaged in the elevator construction business at Chicago, died in this city Sept. 6. Mr. Seckner for many years was superintendent of construction for James Stewart & Co. and later engaged in business for himself under the name of Seckner Construction Co.

WICHITA, KAN.—Grain elevator owners who are contemplating the installation of a feed grinder will find it to their advantage to investigate the "W-W" grinder manufactured by Wilson-Wetterhold Grinding Machine Co. A recent folder the company has issued gives many interesting facts about the grinder. This folder will be sent to Journal readers upon request.

WASHINGTON, D. C.—Charging concerted action to increase prices in the book-paper industry for the last two years, the federal trade commission has filed a formal complaint against the "bureau of statistics" of the book-paper manufacturers, New York, Charles P. Moore, the bureau's secretary, and 23 paper manufacturers. The complaint alleges unfair methods of competition in interstate commerce. The charges will be heard by the federal trade commission on Oct. 10. The respondents, according to the complaint, manufacture the overwhelming part of the \$70,000,000 worth of book print paper used in the production of catalogs, magazines and trade journals.

FOR VIOLATION of the food laws by extravagant profits in malt a dealer and his clerk in Germany have been fined \$208,000.

LANSING, MICH.—Condition of clover seed compared with an average was 75% on Sept. 6 and 1,818 bus. had been threshed Aug. 15.—Coleman C. Vaughan, sec'y of state.

KIMBERLY, IDA., Sept. 7.—Clover is 75% of normal crop, with acreage but 25% of last year. Decrease due to winter killing and demands for increased food supply.—H. W. Munch.

IT IS MOST unusual to have cash oats selling at May price in September. It means no one can afford to hold them in store on that basis. You can ship your oats out and buy either the December or May with perfect safety. You will have whatever storage you charge as a clear profit and your elevator will be empty to take care of the next run of oats, which will surely come before Christmas.—W. H. Perrine & Co.

Standardized Equipment.

The benefits to be derived from the standardization of machines, and of the parts which go to make up those machines, have been proven so thoroly by the test of time that it would be difficult today to find a considerable number of well informed persons who would advocate the old methods of manufacture, under which each part was made as a separate and distinct member with little or no attempt to have it agree in all respects with similar parts which had gone before.

One of the prime requisites of standardized production is careful study beforehand to determine the exact specifications to which the product must conform. It is this study which makes possible the proper co-ordination of all parts when they are assembled in the completed machine. The merits of this method of manufacture received their greatest recognition with the advent of the automobile, and because of the success which followed its adoption in that industry it is rapidly meeting with general adoption.

The manufacturers of grain handling machinery have been quick to accept the new order of things, one result being the elevator leg which is shown in the accompanying illustration. This is made by the Hart Grain Weigher Co., who build the leg complete in its factory and ship it to the customer in sections ready to install. Every detail is figured out so that the purchaser has only to place the

parts in position, fasten them together, and couple up the drives. This machine has an elevating capacity of from 20 to 30 bus. of small grain per minute, and from 15 to 20 bus. of ear corn per minute.

It finds its greatest field of usefulness in places where the grain is to be conveyed to the leg by a conveyor, as when a chain drag is used in connection with an ear corn dump. The grain is delivered to the buckets at a point about 28" above the extreme bottom of the boot, thus dropping directly into the buckets. This is an important feature, especially when ear corn is being handled, as it does not necessitate the scooping of grain from the bottom of the boot, with its consequent liability of choking and chain breakage. This also decreases the consumption of power.

The grain is elevated by means of 7x7x16 inch, No. 14 gauge steel buckets, centrally hung on double strands of No. 77 steel chain, the chain being driven by sprockets which are keyed to their respective shafts.

The sprockets and delivery spouts at the elevator head are arranged to invert the buckets during about 32" of their course. During all of this time they are directly over the delivery hopper and it is claimed that they positively deliver all grain into the hopper, that there is no chance for back legging, and that the enclosed head will prevent splattering out around the head.

Another form of the elevator is termed a reverse head elevator. This takes the grain from one side of the leg and delivers it on the other side, instead of delivering it on the same side, as the regular machine does.

Books Received

MARKETING GRAIN AT COUNTRY POINTS, by George Livingston and K. B. Seeds, gives a review of the information gained upon the subject during a survey of the grain handling methods in vogue in surplus producing grain states of the Middle West in the year 1915. Much of the data is already familiar to the grain dealer, but there is enough of value to make its reading worth while. Paper, 45 pages; published as bulletin No. 553 by the U. S. Department of Agriculture.

THE OFFICIAL GUIDE of the railways and steam navigation lines of the U. S., Porto Rico, Canada, Mexico and Cuba for Sept., 1917, gives the current time tables in effect, miscellaneous information relative to railway improvements and progress, maps, mileage, lists of stations, connections and officials; ocean, coastwise and river navigation routes; and other information useful to the traveling public and to business houses. Paper, 1,632 pages; \$1 per copy, \$9 per year; published by National Railway Publication Co., New York.

THE WHEAT CROP of the whole of the Union of South Africa for 1916 is reported by the Department of Agriculture to have been 1,437,000 bags of 200 lbs. net weight, or 26% below that of 1915. In some districts of the Orange Free State the wheat crop was a total failure.

BEAN EXPORTS from Japan to the United States jumped from \$693,484 in 1915, to \$2,720,425 in 1916. The import tariff formerly was 45 cents per bushel, but now is 25 cents per bushel under the Underwood tariff. This is one of the minor factors making for our heavy shipments of gold to Japan.

TIME IS MONEY

and you can't afford to waste it. If you handle 2,000 loads of grain per year, and it requires 4 minutes to compute the value of each of those loads, that means the expenditure of 8,000 minutes, or a total of about two weeks each year, doing nothing but figuring.

WHY NOT

use a table which does these things for you? Then all you will have to do will be to look at the table (takes about 2 seconds) and have the task completed—and with absolute accuracy. The high prices of grain have put most tables out of business.

WITH OATS

They're high, too, but we can furnish a table which reduces any number of pounds from 10 to 100,000 to bushels of 32 lbs. and at the same time indicates the value at a glance. The table is designed especially for oats, and the prices run from 10c to 79c, with values at $\frac{1}{4}$ c and $\frac{1}{2}$ c also indicated. For even hundreds of pounds the value is shown at a glance; and no matter what the weight may be, from the smallest wagon load to the biggest car load, it will never be necessary to make any calculation other than simple addition.

Clark's Decimal Values for Oats is a book of 18 pages, 8 $\frac{3}{4}$ x11 $\frac{1}{2}$ inches, printed on book paper, bound in heavy manila. It is as easy to understand as the kick of a mule, and the price while our supply lasts is

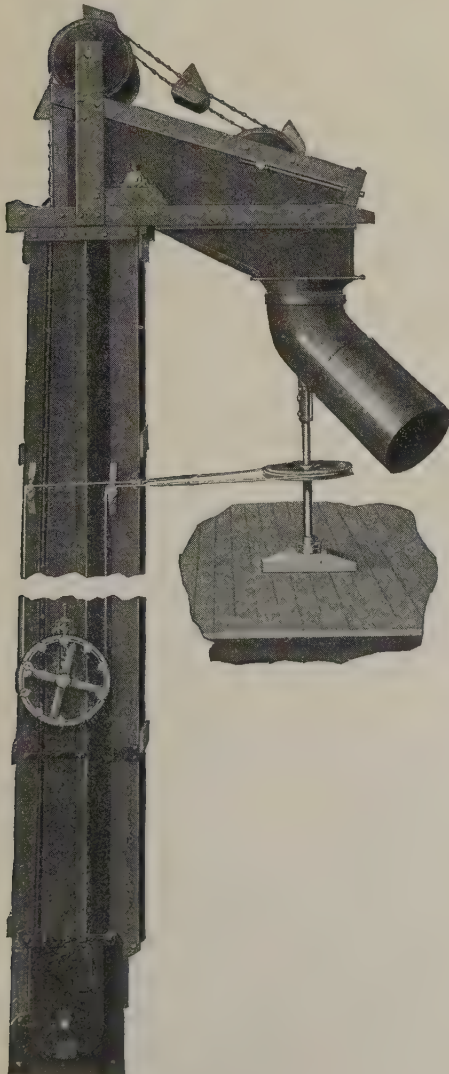
\$1.00

Don't forget to say how many you want when you send the draft to

Grain Dealers Journal

305 So. La Salle Street

Chicago, Ill.



Standardized Elevating Leg.

Grain Carriers

A RED, WHITE and blue poster is being sent out by the Baltimore Board of Trade urging full loading of cars.

THE SHIPPING Board contemplates diverting the bulk of traffic from the central states from the east to the south for export via the Gulf ports.

MORE THAN 100 vessels are to be taken from the Great Lakes to the Atlantic Ocean when navigation closes, by the United States shipping board.

RAILWAY TRAFFIC continues to fall off. During August the Santa Fe handled 2,839 cars fewer than during August last year. The Burlington loaded 6,000 fewer cars.

THE SEPT. 18 hearing by the Interstate Commerce Commission at Chicago on natural shrinkage is the shipper's opportunity to get in evidence against this unjust deduction.

HUTCHINSON, KAN.—The Bolin-Hall Grain Co. has brought suit against the C., R. I. & P. R. R. Co. to recover \$1,480.50 damages for shortage and failure to deliver grain shipped.

A BILL authorizing the Interstate Commerce Commission to determine when a car shortage exists and to order the railroad company to provide sufficient cars has been introduced by Senator Owens.

THE PROPOSED canal between Chicago and Toledo has been abandoned on account of the high cost of construction, and the difficulty of competing with the water route already existing by way of the lakes.

A TRIAL SHIPMENT of grain from the Canadian Pacific Coast is being made via Vancouver thru the Panama Canal to Europe. H. H. Stevens, member of parliament for Vancouver, has made the arrangements.

THE KANSAS Public Utility Commission has been asked by the carriers operating in that state to grant a horizontal increase in freight rates of 20% on all commodities, and a hearing has been set for Sept. 11 at Topeka.

THE DEDUCTION of 60 pounds from the weight of a car of rye shipped from Clarissa to Minneapolis, Minn., by the National Elevator Co., was denied by the Supreme Court on appeal and the Great Northern Ry. Co. ordered to pay the entire claim for the difference between the 85,086 lbs. loaded and the 81,160 lbs. delivered.

CONSTRUCTION by the federal government of barges to carry grain between Buffalo and New York and to be operated by the federal shipping board is recommended by a sub-committee of the Canal Board of New York, composed of State Engineer Williams, Superintendent of Public Works Wotherspoon and Lieut. Gov. Schoenbeck.

THE DAVIDSON STEAMSHIP Co., a Minneapolis corporation, at Buffalo, N. Y., Aug. 28 filed two libel actions in admiralty in United States district court against the Grain Growers Export Co. of Manitoba and the Brainard Commission Co. of New York city, seeking to collect freight to the amount of \$9,682.13, alleged due it on cargoes of wheat landed at the port of Buffalo, June 23. Defendants have a counterclaim for damage to the wheat.

"Conference Rulings" bulletin No. 7 is a valuable compilation of all the informal rulings issued by the Interstate Commerce Commission from Nov. 4, 1907, to July 20, 1917, 513 in number, with index, making a volume of 192 pages, useful in interpreting and applying the Interstate Commerce Act.

A CONFERENCE of grain men and railroad officials at Chicago Sept. 12 has been arranged by Geo. A. Schroeder, manager of the freight bureau of the Milwaukee Chamber of Commerce to consider proposed uniform minimum weights on grain in western trunk line territory.

LATE IN AUGUST more than 7,000 additional empty cars have been ordered into the south and southwest for the movement of grain and lumber. The Chicago and Eastern Illinois gets 500; the Cincinnati, Indianapolis and Western, 500; Wabash, 500; Chicago, Indianapolis and Louisville, 250, and Toledo, St. Louis and Western, 300.

Rate Increases to Be Approved Before Filing.

Under the amendment to the interstate commerce act effective Aug. 9 the Commission has worked out the plan for its approval of rate changes desired by the carriers before making them effective. Hitherto the carriers would file their rates and they went into effect after 30 days, regardless of objection that might be made by shippers, unless formal protest was made.

It has been arranged that railroads desiring to make a change in rates will first notify a special committee of the Commission composed of John M. Jones, chairman, George Crosland and Hugo Oberg, who will thereupon notify interested shippers so that they may present their criticism of the proposed changes in writing or by appearing before the committee, which will not consent to filing of the rates unless first approved.

In important cases the Commission will initiate formal hearings.

COTTON CROP condition was reported by the U. S. Dept. of Agriculture to have been 67.8% of normal on Aug. 25, against 61.2 a year ago.

U. S. FOOD ADMINISTRATION in its circular No. 173 advises that in one county in England 1,500 women are officially reported employed in farm labor of one kind or another. Conditions for the women working on the land are being made as pleasant as possible and they are doing all classes of farm work.

THE COUNTRY continue to hold their oats. Threshing is nearly over and any hopes of a heavy harvest movement seem about gone. Receipts are away under last year, but not much under normal. The holes are not as yet filled and cash prices continue at a good premium over the September. We are having a fine market for consignments, and until the price gets high enough to cause the country to sell freely, we do not look for any particular break and urge consignments. It is a well established fact that we have raised the largest crop in our history, well over fifteen hundred million bushels, and the crop was about a month late. That is enough oats to supply every demand we can possibly have, and the longer the country holds them the more bearish the situation will ultimately be; 50c to the farmer ought to satisfy.—W. H. Perrine & Co.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

C., B. & Q. in 1999-W cancels the allowance for transfer and elevation, effective Sept. 20.

C., I. & L. in Sup. 23 to 5829 quotes rates on grain and grain products to eastern points, effective Oct. 1.

Ill. Cent. in Sup. 5 to 601-D gives rates on grain, grain products, hay and seeds from its stations, effective Oct. 1.

B. & O. in Sup. 16 to H-2272-C reduces rates on grain products from points in Illinois to the southeast, effective Sept. 27.

B. & O. in Sup. 37 to ICC 13347 advances rates on grain and grain products from its stations to eastern interior points, effective Oct. 1.

Erie in Sup. 2 to B-3467 gives rates on grain ex-lake at and east of Buffalo to Syracuse and seaboard points, effective Sept. 20.

Ill. Cent. in Sup. 24 to 2745-E reduces rates on grain and grain products from points on the Illinois Central to Evansville, Ind., effective Sept. 30.

A., T. & S. F. in Sup. 9 to 5655-W reduces the rate on grain from Burnett, Okla., to Galveston, Port Bolivar and Texas City, Tex., effective Sept. 20.

C., M. & St. P. in Sup. 81 to 7015-A gives rules governing cleaning and milling of grain in transit between its stations and connecting lines, effective Sept. 15.

Wabash in Sup. 4 to C-9907 quotes rates on grain and grain products from Wabash stations in Illinois and St. Louis to Illinois and Wisconsin points, effective Aug. 25.

C., B. & Q. in 4202-G gives revised rules on cleaning, malting, blending, shelling, re-consigning and storing in transit of grain and grain products between western points, effective Aug. 31.

E. B. Boyd in Sup. 25 to ICC A-612 quotes rates on grain and grain products from Missouri and Illinois to Indiana, Kentucky, Michigan, Ohio, New York and Canada, effective Sept. 18.

Grand Trunk in Sup. 35 to ICC A-1710 quotes rates on grain and grain products from points on its line and connections to New York, Ontario, New England and eastern Canada, effective Oct. 1.

C., B. & Q. in 7072-F gives local freight tariff of distance rates on classes and commodities between Illinois stations on the Q. and between stations on the Q. on the west bank of the Mississippi River, effective Oct. 16.

C., B. & Q. in Sup. 21 to 1346-E gives local, joint and proportional rates on grain and grain products between Chicago, Peoria, Quincy, East St. Louis, etc., and stations on the Q. in Illinois, effective Oct. 16.

A., T. & S. F. in Sup. 10 to 5655-W advances rates on grain and grain products from Kansas, Colorado, Superior, Neb., Oklahoma and New Mexico to Galveston, Texas City and Port Bolivar, Tex., effective Sept. 28.

Canadian Pacific in E-3016 cancels rates on grain and grain products from Detroit, Goderich, Port McNicoll, Kingston and Montreal to stations on its line and connections milled in transit, effective Oct. 1, and intrastate Sept. 1.

"BY-PRODUCTS OF RICE MILLING," bulletin No. 570, gives much information of interest to users of rice products, including a diagram of the milling process and chemical analyses of all products.

Fire Barrels.

BY INSPECTOR.

Almost without exception the elevator operators of the country recognize that the insurance companies' requirement of barrels of fire extinguishing liquid is a wise provision. Yet, every dealer finds his barrels a source of trouble until he gives the matter the thought and attention which it deserves.

Freezing, souring and evaporation are the principal causes of trouble. If the liquid which is contained in the barrel freezes it will be useless as an extinguisher of fire while it remains congealed; if the freezing extends to a considerable depth the container will burst and when warmer weather comes the liquid will escape and may damage some grain.

Souring gives rise to a lot of offensive odors. Evaporation soon empties the barrels and if it is not offset by the frequent addition of water there may be nothing to use when the fire does start.

All of these drawbacks can be prevented by the addition of calcium chloride to the water. It must be remembered, however, that a wood barrel can not be depended upon to retain a solution of calcium chloride as the solution shrinks the wood, and for that reason a metal container must be used.

Metal fire barrels of 50 gallons capacity, painted on the inside with an asphaltum paint and on the outside with a bright red paint, furnished complete with a cover and with pails which hang on hooks inside the barrel can be obtained for a reasonable sum. The calcium chloride itself comes in granular form, and it should be placed into the water and stirred until it is thoroly dissolved. If it is not stirred it is liable to cake; also the solution will be stronger at the bottom than at the top, and consequently the upper strata may freeze. After once being dissolved the calcium remains in solution.

The quantity of calcium which should be placed in a barrel of 50 gallons capacity to give a solution with the freezing point indicated follows:

75 lbs.	.....	+18° F.
90 lbs.	.....	+13° F.
110 lbs.	.....	+7° F.
125 lbs.	.....	Zero F.
150 lbs.	.....	-8° F.
170 lbs.	.....	-19° F.
190 lbs.	.....	-32° F.
200 lbs.	.....	-39° F.

The installation of metal barrels, filled with a solution of calcium chloride strong enough to be non-congealable at the lowest temperature which past experience has given reason to expect in the particular locality, with a cover to keep out foreign matter, and with pails ready for use, will effectually solve the grain dealer's fire barrel problem.

When, for any reason, it is decided to use wood barrels filled with brine the buckets and the cover for each barrel should not be forgotten. From 75 to 100 lbs. of salt should be placed into each barrel. To assure thoro mixing the salt should be dissolved in hot water in a tub or other small container and the resultant solution poured into the barrel, enough water being added to fill the barrel to within a few inches of its top. The whole should then be stirred with a long stick to distribute the salt solution. Thereafter the brine should be stirred thoroly at least once each week to keep the salt from settling to the bottom of the barrel, for if it is allowed to do this the water at the top may freeze and the time which is lost in breaking a few inches of ice

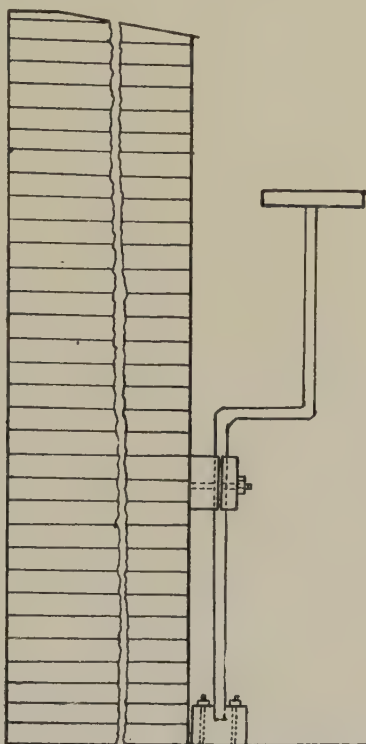
to get at the water may enable the fire to get beyond control.

A summary of fire barrel suggestions may be made to include calcium chloride as the solution which is to be preferred above all others; next in order will come a strong brine; and plain water is only a little better than nothing at all. Provide the best; it is dependable.

Scale Desk Stool.

In the offices of the Bolin-Hall Grain Co. at Zenda, Kan., A. A. Johnston, the agent, has installed a convenient stool at his scale desk.

The design of the stool is shown in the accompanying sketch. It was made by bending a 1" rod from an old cultivator to the proper shape to form the member which supports the seat. A shaft bearing was bolted to the wall which en-



Scale Desk Stool.

closes the space beneath the desk, but if there is no wall below the desk a 2x4 may be fastened solidly to provide a support for the bearing. The rod passes thru the bearing, and at its lower end it rests in a socket, which may be made of either wood or iron. The seat itself was made from a board, 2" in thickness, and it rests upon an old gear wheel which has its hub bored to fit the rod.

The gear wheel permits the seat to turn upon the rod, while the rod itself will turn in the socket and bearing to swing out of the way when not in use.

The principal objection which most desk-workers have to the stool with legs lies in its lack of mobility, and the swinging stool overcomes this. It will lighten the burden of the dealer's work by providing him with a seat while loads are being weighed.

EVERY SELF-RESPECTING TRADE JOURNAL which has any merit is working earnestly to improve the business conditions of its readers, and merits every support and encouragement from men engaged in the business. The more readers say in behalf of their trade journal, the more they strengthen it for the work it is trying to do.

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The price is only **\$3.00**.

Code supplement for U. S. wheat and corn grades supplied free with each copy.

Extra copy of the grade supplement sent free upon receipt of 2 ct. stamp.

GRAIN DEALERS JOURNAL
305 So. La Salle Street, Chicago, Ill.

Supreme Court Decisions

Arbitration.—The parties to a statutory arbitration have no power to waive the terms of a written submission, thereby conferring other and different powers upon arbitrators.—*Conway v. Roth*. Supreme Court of New York. 166 N. Y. Supp. 182.

Failure to Give Shipping Instructions.—Where defendant buyers breached a sales contract by failing to give shipping instructions, plaintiff seller may recover damages for such breach without tendering the goods.—*Mason v. Slaughter*. Court of Civil Appeals of Texas. 195 S. W. 900.

Evidence of Value of Grain.—A witness is qualified to testify to market value of maize at a certain place, there being no denial of his testimony that he had shipped much maize there, and was acquainted with market value there.—*Patterson & Roberts v. Quannah, A. & P. Ry. Co.* Court of Civil Appeals of Texas. 195 S. W. 1163.

Wrong Delivery on S/O B/L.—A B/L, issued to shipper's order, notify a third person, signifies the shipper is consignee, and that the third person is to be notified on arrival of the shipment, and delivery to such person without requiring him to produce the B/L is a conversion by the carrier.—*Barton v. L. & N. R. Co.* St. Louis Court of Appeals, Missouri. 196 S. W. 379.

Demurrage on Cars held for Orders.—Under tariff rules providing that, if a consignee wishes his car held at any break-up yard or a hold yard before notification and placement, such car will be subject to demurrage, the consignee may direct that cars be held for orders, and cars so held are subject to demurrage charges.—*H. L. Hunter v. New York, N. H. & H. R. Co.* Supreme Court of New York. 166 N. Y. Supp. 237.

Measurement of Hay.—Where it is provided in a contract that certain hay is to be measured according to the "government rule," and parol evidence is introduced to disclose the fact that there were several rules known as "government rule," and that the minds of the parties did not meet as to what government rule the provision in the contract referred to, such provision is void.—*Snoderly v. Bower*. Supreme Court of Idaho. 166 Pac. 265.

Milling in Transit Privilege.—Where a carrier contracted to transport a shipment of corn from D. to A. over the line of a certain connecting carrier, upon whose line a milling in transit privilege was allowed at A., and breached its contract, delivering said shipment into A. over the line of another carrier, thereby depriving consignee of the milling in transit privilege at A. upon the line over which it agreed to transport same, said carrier will be liable for all damages proximately caused by its failure to deliver over the line designated in its contract.—*St. L. & S. F. R. Co. v. Wm. Bondies & Co.* Supreme Court of Oklahoma. 166 Pac. 179.

Telegraf Co. Liable on Message Received by 'Phone.—Where a telegraphic message is dictated over a telephone and is thus received by a telegraf company for transmission, it will not be presumed that any preferential or discriminatory service in violation of law is intended, and the message will be considered as if it were written on the ordinary blank forms furnished by the telegraf company, and the company's liability for an error in transmission is neither greater nor less nor different than if the message were delivered in the usual and more formal mode of sending telegrams.—*Shawnee Milling Co. v. Postal Tel. Cable Co.* Supreme Court of Kansas. 166 Pac. 493.

Futures.—In an action to recover the balance due on a transaction relating to futures in cotton, the instruction "whether a contract for the purchase or sale of cotton for future delivery is good or bad de-

pends upon the intention of the parties at the time, and if it was their intention to receive or deliver the cotton or to sell their contract to some one else before maturity, then they are bound by such contract, even tho they may have changed their minds after the contract was entered into," was erroneous because under it the jury could substitute the intention of the parties that the cotton be actually delivered and accepted, as required by statute to that of allowing the contracts to be sold before maturity.—*Gwathmey v. Burgess*. Supreme Court of South Carolina. 93 S. E. 1.

Filing Claim within Four Months.—When a shipper signs and accepts from a carrier a B/L containing a clause stipulating that all claims for loss or damage shall be made in writing to the carrier at the point of delivery or at the point of origin within four months after delivery of the property, or, in case of failure to make delivery, then within four months after a reasonable time for delivery has lapsed, such a clause is not void upon the ground that the carrier thereby seeks to limit liability, and does not give as a consideration therefor any extra service or special rate or other monetary consideration to the shipper, or that it is contrary to the public policy of the state. *Mitchell v. Atlantic C. L. R. Co.*, 15 Ga. App. 797, 84 S. E. 227.—*Southern Ry. Co. v. Simpson*. Court of Appeals of Georgia. 93 S. E. 47.

Pure Seed Law of Tennessee Valid.—The Pure Seed Law (Acts 1909, c. 395) is not unconstitutional class legislation violating the equal protection clause of the Fourteenth Amendment because of exemption from its operation, by subsection 5 of section 8 thereof of the farmer grower, in selling seeds, since such exemption is closely limited to seeds grown by the seller and sold and delivered by him on his own premises to a purchaser for seeding by the purchaser himself, and the differentiation of such sale from open market sales cannot be considered arbitrary, in view of the greater opportunity for deception in selling in open market. The Pure Seed Law, is not invalid as arbitrary and unjust, because section 1 thereof requires labels on packages of agricultural seeds to set forth the locality where the seed was grown.—*State v. McKay*. Supreme Court of Tennessee. 193 S. W. 99.

Grain Taxation.—Laws 1915, c. 209, providing for an occupational tax on grain in grain elevators and warehouses on May 1st of each year, except elevators and warehouses on farms for storage of grain raised by the owner, and providing that grain so taxed shall be exempt from all taxation, either state or municipal, does not impose a property tax and is not violative of the first clause of Const. art. 8, § 1, providing that the rule of taxation shall be uniform and taxes shall be levied upon such property as the Legislature shall prescribe. The law is not unconstitutional as denying the owner of non-exempt grain the equal protection of the law, but is authorized by the second provision of Const. art. 8, § 1, providing that taxes may also be imposed on incomes, privileges, and occupations, which taxes may be graduated and progressive, and reasonable exemptions may be provided.—*State ex rel. Bernhard Stern & Sons v. Boddien, City Tax Commissioner*. Supreme Court of Wisconsin. 160 N. W. 1077.

Flood Loss Liability Fixed by Confirmation.—Plaintiff contracted with defendant for the purchase of several carloads of wheat, which were shipped by defendant, consigned to itself, and B/L indorsed by defendant, with drafts attached, were forwarded to plaintiff, which accepted and paid the drafts. Before reaching plaintiff's elevator, some of the carloads were destroyed in the great Galveston storm. Both parties were members of the Texas Grain Dealers Ass'n, whose rules required an exchange of confirmation of sales in writing expressing the terms of the sale, and provided that, where one party only confirmed, that confirmation should be binding on both, unless objected to at the time of receipt. Plaintiff sent a confirmation to defendant, containing the provision, "Delivery of grain not perfected until

grain reaches destination specified and has been inspected and weighed." This confirmation was not objected to, but was returned initialed by defendant. Held, that such confirmation governed the rights of the parties, and that, as the carloads destroyed had not reached destination, nor been inspected and weighed, the loss must fall on defendant.—*Oklahoma City Mill & Elevator Co. v. Pampa Grain Co.* U. S. District Court, Texas. 237 Fed. 715.

Confirmation Need Not Include All Conditions.

The Arbitration Com'te No. 1 of the Grain Dealers National Ass'n, composed of U. J. Sinclair, Earl C. Bear and D. I. Van Ness, found for defendant N. Lederer of Chicago, Ill., and against the plaintiff Benton Grain Co., of Kansas City, Mo., on a claim growing out of the rejection by defendant of a carload of screenings.

Plaintiff claimed that the written confirmation did not state whether the screenings should be sacked or in bulk; and that they got out of condition by reason of defendant's unreasonable delay of three weeks in giving billing instructions.

Defendant rejected the shipment because the screenings were not sacked as ordered and because they were in a heating condition.

The com'te found that the original letter making the trade specified sacked screenings, and plaintiff was bound by this, tho not mentioned in the confirmation. On arrival at St. Louis the car contained 27,245 lbs. in sacks and 24,537 lbs. in bulk, part in heating condition.

The com'te found that the delay in shipment was confirmed when plaintiff wrote defendant that he would expect him to pay accrued car service unless he gave billing instructions; and defendant replied agreeing to pay the demurrage.

Vague Inspection Rules Not Binding on Shipper.

In *Smith Bros. Grain Co.*, of Fort Worth, Tex., v. *Cunningham Commission Co.*, of Little Rock, Ark., the Arbitration Com'te No. 1 of the Grain Dealers National Ass'n, composed of U. J. Sinclair, Earl C. Bear and D. I. Van Ness, ruled in favor of plaintiff *Smith Bros. Grain Co.* on two points, awarding the full amount of their claim, \$153.70, on account of the rejection by the *Cunningham Commission Co.* of a car of corn.

The plaintiff sold thru a broker two cars of corn to grade No. 3 mixed, on Little Rock terms. Plaintiff alleged the corn was actually mixed corn, tho inspected No. 3 white. Rule of the Little Rock Board of Trade provides "No. 3 corn shall be mixed corn, reasonably dry and reasonably clean, but not sufficiently sound for No. 2."

The com'te held: "The above quoted inspection rule for No. 3 corn at Little Rock allowed entirely too much to the discretion of the inspector for the reason that the rule merely states that No. 3 corn 'shall be mixed.' Under this rule corn containing even the slightest mixture should be graded No. 3.

"Inasmuch as the defendants did not comply with Rule 26 and properly notify plaintiffs but waited until the day following date car was inspected at Little Rock and then wrote letter to plaintiffs, which letter plaintiff could not possibly have received until the following date, at least 48 hours from date of inspection; and since evidence shows that the market value of No. 3 white corn was equal to the market value of No. 3 corn on date of arrival of car, we therefore find in favor of the plaintiffs."

Judgment Against Telegraf Co. on Message Intrastate.

The Supreme Court of Kansas on July 7, 1917, affirmed a judgment of the Shawnee County Court in favor of the Shawnee Milling Co., Topeka, Kan., against the Postal Telegraf Cable Co., for damages growing out of erroneous transmission of a message.

Plaintiff phoned the message to the telegraf company, as follows, orally: "Wagner Grain Co., Wichita, Kan.: Perfume have book fluting accused debating Kansas City basis boundary."

The word "fluting" was erroneously changed to read "flirting," which meant 6,000 bus., while "fluting" meant 10,000 bus.

The Wagner Grain Co. had offered 10,000 bus., and the message was an acceptance.

The court said: Since no notification was received from the addressee of his inability to fill the order for 10,000 bus., and that he could only fill it to the extent of 6,000 bus., the plaintiff's loss is the difference in the market price of the 4,000 bus. which he had to procure elsewhere to supply his trade. This matter seems intricate and involved, no doubt, but its intricacy lies in the highly complex maneuvers of the grain and milling trade, not in the legal principles which govern liability for default. The law is simple enough and once the weird necromancy and cabalistic symbols of the milling markets are understood, the damages are seen to be certain, proximate, and a recovery seems proper.

Here there was an offer to sell, an acceptance, an erroneous transmission of the acceptance, a consequent failure of customary modification of the offer when it could not be completely filled, and a resultant loss which the injured party would have not suffered if the telegram had been correctly transmitted, since on notification of inability to fill the order, it could have readily been filled by purchase on the open market elsewhere.

It is urged that the message, being in code and unexplained, a recovery cannot be had, following *Hadley v. Baxendale*, 9 Exch. 254, and the American authorities which follow the doctrine announced in that case. But code messages in the milling and grain business are common and are known by the telegraf companies to be important. In this case, the message was only partly in code and the manager of the telegraf company admitted that he knew it was a business message; and even to one unfamiliar with the grain dealer's code the message disclosed that something or other involved in the grain and milling business was booked on Kansas City basis. That was all the defendant needed to know about it, to charge it with notice that a failure to transmit the message correctly would probably lead to serious consequences.

Here the stipulated limitation is for a return of the cost of the message, probably 25 or 40 cents. All the annoyance, delay, business inconvenience and financial damage so commonly attendant on a telegraf company's failure to perform its self-assumed public service are limited to an insignificant trifle. Here the actual damage was \$265. The stipulated reparation is a few dimes. With all due deference to the great judicial tribunals which have countenanced and enforced this stipulation, and which we have been likewise constrained to enforce in interstate matters, we cannot give our independent assent that such a limitation is reasonable. It is unreasonable, and it will not be applied in intrastate business, where this court would have to assume the responsibility of giving countenance to it.—166 Pac. Rep. 493.

DEVELOPMENT of 35,000,000 unused water horse power in the United States, as permitted under the Walsh bill, S. 2399, pending before the Senate public lands committee, would release 778,000 laborers of one kind or another, and save the mining of 280,000,000 tons of coal per annum.

APPLICATION for export licenses should be made to the Exports Administrative Board, 1435 K Street, Washington, D. C., or to branch offices of the Bureau of Foreign and Domestic Commerce in the leading cities.

"Service Stripes" on Santa Fe Cars.

Pres. E. P. Ripley of the Santa Fe has announced that every freight car of that road will wear "service stripes" where everybody can see them. The "service stripes" will be red, white and blue of equal width, printed horizontally on cardboard, 12x18 inches. On the stripes is printed in large black letters the freight car's appeal to its users: "Load me quickly. Load me to capacity. Unload me promptly and help win the war!"

The placard itself is large enough, and its colors stand out so prominently, that it will attract attention, and when freight cars are bearing this appeal thruout the country it will undoubtedly have a good effect. In this way publicity will be secured that could not be had in any other way, for many of the men who will see this placard, and read it, do not read the many similar appeals which are daily appearing.

The shipper of grain should remember, however, that each car's limit of capacity for grain is not gauged by the marks on its sides. These serve as guides for ordinary purposes, but the grain shipper who fills a car so full that it cannot be properly sampled by the inspector will suffer the penalty, and not even patriotism requires that the shipper shall go against his own interests when to do so will serve his country not one whit better. The rules and regulations under the U. S. Grain Standards Act require that the inspector shall not place a grade upon a car load of grain unless he is able to secure a fair average sample of the grain; and that when a car is loaded too

full for sampling he shall not grade the grain.

Overloading of cars with grain will result in delay of car and inspection. In some cases the delay of inspection will delay the handling and before it is unloaded and inspected the grain may get out of condition. Thus, by loading too much grain into the car the shipper has injured himself; and if, as may easily be the case, the overloading is in part responsible for the deterioration of the grain, he has caused an injury to the cause of democracy.

The appeal which the freight car makes to the grain shipper when its placard shouts "Load me to capacity" is an appeal that he will not load above a line within three feet of the roof so a fair average sample of car's contents may be obtained.

After the car is ready to go see that the railroad agent does his part, and if he fails to get the car out on the first train which passes, or fails to have it placed into active service at once his attention should be called to the "Help win the war!" appeal.

PROFESSOR H. A. MORGAN of Knoxville, Tenn., has been appointed federal food administrator of Tennessee.

A COM'ITE has been appointed to act in co-operation with the War Department in the purchase of oats. It is composed of A. S. White, W. R. Linn and Howard Jackson, all of Chicago. The similar com'ite for hay is composed of John North, Kansas City; J. E. Murray and F. P. Huffman of New York, and Geo. S. Bridge of Chicago.

HUNDREDS OF Grain Men Are Today Buying AMERICAN MARVEL MILLS

Each day finds the already long list of grain and elevator men who are buying American Marvel Mills growing larger.

They realize the wonderful money making possibilities of the American Marvel Mill.

Run in connection with their present business, it offers them an unequalled opportunity for making increased profits.

This is no experiment. It has seven years of solid success behind it. Backed by our *Free Service Depart-*

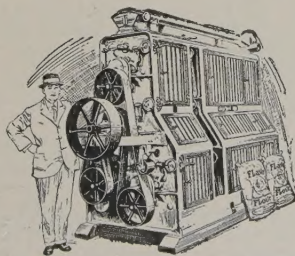
ment together with the opportunity of marketing your flour under our nationally advertised brand name FLavo FLour, your success is certain.

Sold strictly on 30 days trial. On cash or easy payment terms.

In 15, 25, 50, 75 and 100 barrel capacities per day and UP, according to the number of units used, to *any capacity.*

Write us today for complete information. Your big opportunity is here.

Anglo-American Mill Co., Inc.
435 Trust Bldg.
Owensboro, Ky.



Patents Granted

1,237,425. Method of Treating Wheat. (See cut.) Arnold C. von Hagen, Kansas City, Mo. The grain is cleaned and sterilized by the addition of a lime and hypochlorite solution and agitated to distribute the solution on the shells of the grain. It is then confined and subjected to the action of carbonic acid gas, and to air pressure to force the solution thru the shell of the grain.

1,238,267. Seed Grader. (See cut.) Ambrose W. Codd, Spokane, Wash. The combination with a reciprocating screen of relatively fine mesh, of a cleaner screen of relatively coarse mesh yieldingly supported against the under side of the reciprocating screen and held against lateral movement therein, the screen comprising a laterally expanding tension frame to tension the coarse wire screen, thus causing it to support the under side of the reciprocating screen and at the same time to clean the reciprocating screen.

1,237,936. Sack Holder. (See cut.) Thomas Hughes DeLabere, May, Bath, England. Upon a vertical frame is mounted a freely movable slide provided with a sack engaging device and two sack holding arms are pivoted between their ends to the slide and their upper ends are bent outwardly in opposite directions. Relatively fixed operating means on the frame above the slide and engaging the bent ends positively force them together and move the lower sack engaging ends outwardly as the slide is moved downwardly by the weight of the filled sack.

1,238,586. Grain Door. (See cut.) Ernest L. Smith, Sabula, Ia. A vertically disposed plate on the car is provided with a lip secured to one of the door posts and there is an eccentrically mounted swinging mem-

ber on the other post. A door having flanged ends, one of which is adapted to receive the lip of the plate and the other to receive the swinging member when the latter is moved to one position, and locking means for the swinging member when the latter is fully received in the flange of the door and turned against the door post.

Wet Handling of Salvage Grain a Success.

It is so well understood by grain shippers that sound grain containing excessive moisture is likely to get into a heating condition and become a total loss, that in the regular handling of grain everything possible is done and all care taken to keep grain as dry as possible. Up-to-date elevators are equipped with driers and conditioners to take the surplus moisture out of corn so that it will grade higher and keep indefinitely in store.

Accordingly when his elevator has burned and the pile has been soaked with water the first thought of the owner is that the grain is likely to be a total loss unless it is dried promptly. Some of it is generally too wet to dry profitably.

On the contrary, the grain is valuable in its wet condition, and can be handled wet, shipped wet, sold wet and stored and fed wet. This has been proved by the experience of C. E. Metzler, grain salvage expert, who for three years has conducted a campaign of education among cattle and sheep and hog feeders to get them to buy and feed salvage grain in the wet condition. As a result of his efforts a large number of feeders, among them state veterinarians, have become convinced that the wet grain is as nutritious as dry grain and more profitable to the feeder, so that there is now a ready market for even the wettest of the wet grain from elevator fires.

Success in handling wet grain depends upon keeping the air away from the mass. Access of air leads to fermentation and decay. The theory of keeping wet grain in feeding condition is the same as that on which the farmer's silo is based, the exclusion of air.

About the easiest way to keep the air away from the grain is to soak it and bury it in a pit and keep it wet. The feeder who has bot a carload of salvage grain can put it all away safely in a few hours by making a trench, with a team of horses and a dirt scraper, into which to dump the grain. If the trench is dug in a wet spot, so much the better.

Any tight bin, silo or tank will serve as a container for the wet grain, which must be wet down and kept soaked.

The farmer who knows how to put away ensilage corn in a silo can put away salvage grain. The grain should be tramped down to exclude air holes; and if possible there should be placed on top 1½ feet of chaff wet to hold the grain in moist condition. It should not be allowed to dry out. If drying out add more water.

When shipped in cars the wet grain will mold on top to a depth of 1 foot and it will mold at doors where the air strikes it. Grain so molded on the surface is not waste, but is good feed; as distinguished from the injurious mold that grows in the grain itself.

Far from injuring the feeding qualities of the grain, the long continued soaking is thought to be beneficial as it results in a partial conversion of the starch or a predigestion as it were, making it easier for the animal to assimilate the food.

Salvage grain is an excellent feed for stock. The particles of charcoal it con-

tains disinfect the digestive tract of the animal, giving freedom from scours.

The utilization of the salvage grain in a wet condition is of great value to the underwriters, as it facilitates the removal of the debris, makes for an earlier adjustment and yields a larger net return. In some cases where the wet grain was handled by the old method of loading on cars to ship to a drier, subsequent storage and sale the expense of handling sometimes ate up 68 to 80 per cent of the gross return to the underwriters, while under the wet handling method the expense in some cases has been as little as 10 per cent.

Casualties.

W. H. Waldrick, 26 years of age and in the employ of Randels & Grubb at Burlington, Okla., for three years, on Aug. 24 took hold of the belt in the elevator leg to lift it up, when the belt started, his finger catching on the cup and being badly lacerated.

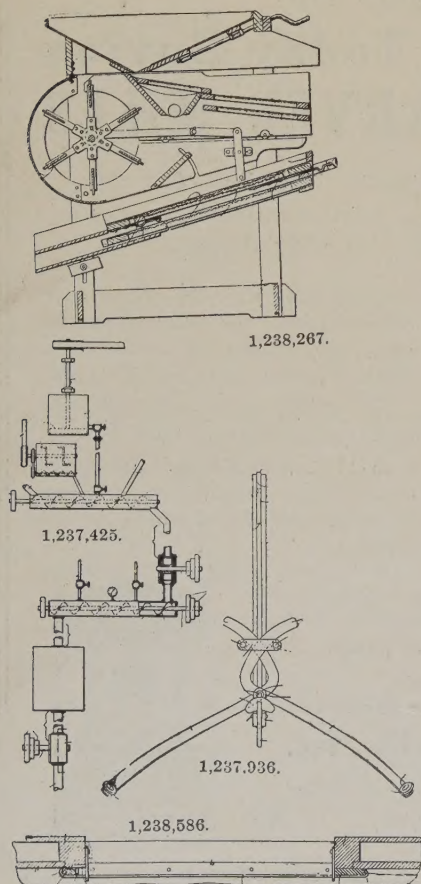
C. E. Evitts, employed by the Rapier Seed & Grain Co., of Owensboro, Ky., was helping to set posts for the foundation of a building when he had two fingers crushed between a log and rock.

J. W. Beard fell from a scaffold at the plant of the South West Grain Co., Stafford, Kan., July 26, bruising his right shoulder and hip.

Melvin T. Means was pushing a car at the plant of the O'Bannon Co., Claremore, Okla., Aug. 29, and when running to the other end of the car stumbled, cutting a gash in his leg near the knee.

IN AUSTRALIA, according to a statement made in the House of Representatives by the Prime Minister, there were on July 20 some 3,500,000 tons of wheat, the bulk of which was of the 1916-17 harvest. Most of it is sold to the British Government. The Prime Minister also said that the government's wheat-storage proposal has no relation to bulk handling, but the silos would be so designed that they could, when bulk handling is adopted, be incorporated in the scheme. The immediate problem is to conserve the wheat they have, which, by February, 1918, is expected to represent between 5,000,000 and 6,000,000 tons worth about \$243,325,000. The plan proposed would provide storage for one-third of the normal crop, or about 50,000,000 bus.

"THE BULK HANDLING of Grain on Washington Farms" is the subject of a bulletin which will soon be ready for distribution from the extension department of the Washington state college, Pullman, Wash. It was prepared by Asher Hobson, field agent in marketing for the state college and the bureau of markets of the U. S. Dep't of Agriculture. The purpose of the bulletin is not to advocate one or the other system of handling grain on the farm, but it gives in concise form the experience of 79 Washington farmers who in 1916 bulked over 550,000 bus. of grain. Detailed plans are given for the construction of appliances necessary to handling grain in bulk. The bulletin states that almost without exception the Washington farmer who bulked his grain in 1916 intends doing so this season. A majority expressed themselves as unwilling to return to the sack system, even if sacks were to be secured free of charge. A few said that if sacks could be bought for 6 or 7 cents they would use them.



The GRAIN DEALERS JOURNAL.

Insurance Notes.

MANY OHIO elevators and mills have been found in bad condition from a fire protection standpoint, by the inspectors of the Ohio Conservation Board. Out of 1,460 risks inspected only 750 were considered satisfactory.

AT THE MEETING of the Conservation Ass'n of Tennessee, held at Memphis recently, an able address was delivered by C. A. McCotter, sec'y of the Grain Dealers Fire Ins. Co., on the loss of grain by fire on account of inadequate measures of protection.

ELECTRIC WIRING as installed by the average country electrician will not pass inspection. The fuses put in will permit too much current to pass; and he will not ground transformer secondaries. A lot of trouble with the electric work can be avoided by getting a copy of the electrical code from the grain and elevator mutual fire insurance companies and giving it to the electrician with orders to follow it.

WE ARE TRYING to impress on our Michigan millers and grain elevator owners the necessity of hiring night watchmen, and a good illustration of the need for a night watchman is the report in the Journal Aug. 10, page 233, of a man being found digging near the Suckow Flouring Mills, and who fled upon discovery, dropping an 18-inch dynamite fuse.—L. H. Baker, chairman Mill & Elevator Com'te, Conservation Ass'n of Michigan, Lansing, Mich.

Now is the time to get after your water barrels and see to it that they are in proper shape to go thru the winter. In the first place you should have a good iron barrel, or a wooden barrel bound with a galvanized hoop. You will then have no trouble with "busted" barrels. Plenty of salt or calcium chloride should be used. You will find proper method of preparing solution on "Self Inspection Pointers" tacked up in your elevator. The water barrel is your "first line of defense." Be sure that it is always in first class working order.—*Our Paper.*

A BAD FEATURE in elevator leg construction is the idler, and many builders seem to think that this is necessary. The ordinary idler is about 4 inches to 8 inches in diameter, and if the belt is speeded at 400 feet a minute, the idler turns very fast. Bearings are often of hard wood, but even metal bearings are dangerous, as they are apt to be neglected. Where an idler is used, it is necessary to run the back leg on a straight line. The belt then has to be run tight to keep the buckets from dragging on the back leg. This, of course, is a strain on all the bearings—head, boot and idler. If the first 20 feet of the back leg running from the boot is built to suit the curve or natural sag of the belt and a 12-inch filler used for this part of the leg, neither the belt nor the buckets will drag, and the idler may be

done away with. With such a leg, the belt may be run loose, practically noiseless and without any undue friction, and there is a great saving in power. It is much easier on the boot pulley, as only sufficient friction to have the belt and pulley run at the same speed is required.—*Our Paper.*

WOULD NOT be without the Grain Dealers Journal.—Goodman & Mead, State Center, Iowa.

TO SHIP WHEAT from Australia would take three times the tonnage per cargo as that from North America, since the route is three times as long, and the extra tonnage for this purpose cannot be spared. Moreover, the submarine danger is about twice as great. Small cargoes of this wheat, however, are now being brought across the Pacific to our western coast, mostly by sailing vessels, transported across the continent, and re-shipped from Atlantic ports to the allied countries.—*Food Administration.*

NOTICE TO POLICY HOLDERS

One reason why you should exercise unusual care and diligence in protecting your property against fire is the delay and difficulty you would have in securing repairs or rebuilding owing to War Conditions.

Let us help you with our service on all known hazards.

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MILL OWNERS MUTUAL FIRE INSURANCE CO.
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INCORPORATED 1877

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H. B. SPARKS, President G. A. MCKINNEY, Secretary

HOME OFFICE: Alton, Illinois

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WATCH YOUR COAL PILE

During the past thirty days we have had a number of small losses that had their origin in spontaneous combustion in coal piles. These fires may be due to the fact that coal stocks are heavier than usual this summer. Be that as it may, soft coal in storage should be examined frequently, and protected from the rains. Where it becomes wet the danger from spontaneous ignition is greatly increased.

Fitzgerald & McCotter
Western Managers
OMAHA, NEB.



C. A. McCotter
Secretary
INDIANAPOLIS, IND

INDIANAPOLIS, IND.

A fire from any cause will be a calamity; a careless fire will be a crime

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

F. D. MILLIGAN, Pres't GEO. A. WELLS, Sec'y

Write for Information
Regarding Short Term Grain Insurance

ORGANIZED 1902

Tri-State Mutual Grain Dealers Fire Insurance Co. Luverne, Minn.

Average Annual Dividend to policyholders 53 PER CENT of the DEPOSIT PREMIUM
Ask about the "TRI-STATE PLAN" for short term grain insurance.

E H MORELAND, Secretary

ACCOUNT BOOKS FOR GRAIN DEALERS

COMPLETE SET FOR \$4.25

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

A GRAIN SHIPPING BOOK No. 14 AA).

Sales, Shipments and Returns is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding **Sales and Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3½ lbs.

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. **Price \$2.75.**

GRAIN DEALERS JOURNAL

305 So. La Salle Street

CHICAGO, ILL.

QUALITY FIRST

and cost as a second consideration is our policy in the manufacture of grain driers, and if you are in the market for a grain drier built to operate with the greatest efficiency and to produce the highest quality of product, we would be pleased to correspond with you.

THE ELLIS DRIER COMPANY

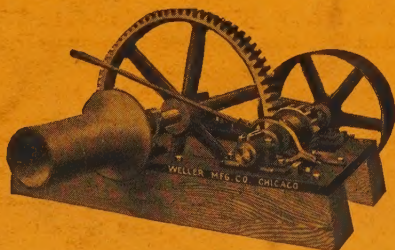
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When the rails are covered with Snow and Ice a pinch bar will not move your cars.

Do not be caught unprepared.

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ONE CAR OR FIFTY CARS

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